3M MICROFILM

START OF ROLL

ROLL NO.

215

CONSTRUCTION CONTRACTS

9072-

OREGON DEPARTMENT OF TRANSPORTATION

9072

9918

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

October ~~8~~ 10, 1979

Jon Rose
Federal Aid Specialist
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan Street
Portland, Oregon 97213

Enclosed find Clackamas County approval of plans on Sunnyside Road - S.E. 132nd Avenue-142nd Avenue Section. Please note modifications as shown in red relating to treatment of existing Sunnyside Road where it connects to realigned roadway.

Winston W. Kurth

WINSTON W. KURTH, Assistant Director
Environmental Services

/kj

Encl.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 18 1979
REFERRED TO ______________
FOR ______________
FILE: PM FA LG.

From Metro Jon Rose | Date 10/15/79

To [redacted]

[✓ Program Mgmt.] Traffic Region 1

Comments: Clackamas County has reviewed the subject plans, made some suggestions as marked in red and approved the attached set as noted.

Jon Rose

MA PDM PDE TSE SPC
ODOT - METRO
OCT 10 1979
AM PPS FILE T/A

OK KDL

ok

9072 10-4-79

ST

DEPARTMEN

STATE

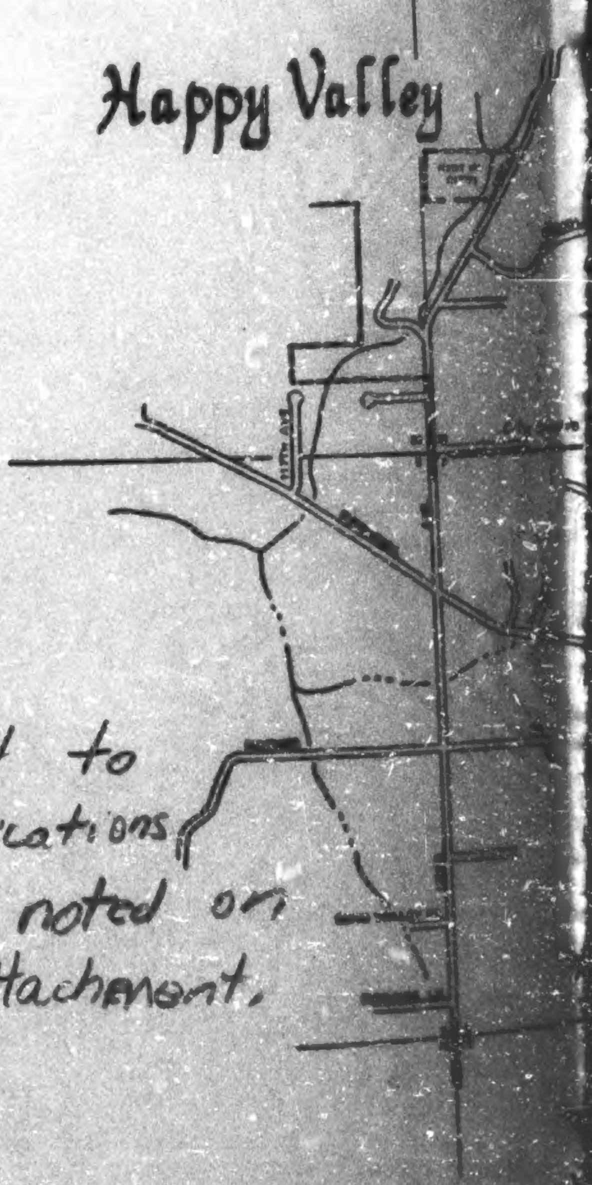
PLA

S.E. 132ND AV

FAU 9

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A, 2A-2	Stage Construction, Temporary Protection & Direction Of Traffic
3	Plan & Profile



APPROVED October 4 1979

COUNTY COURT OF Clackamas COUNTY

BY Stan Skoko

COUNTY JUDGE

COUNTY COMMISSIONER

Ralph Groener

COUNTY COMMISSIONER

subject to modifications as noted on attachment.

STATE OF OREGON

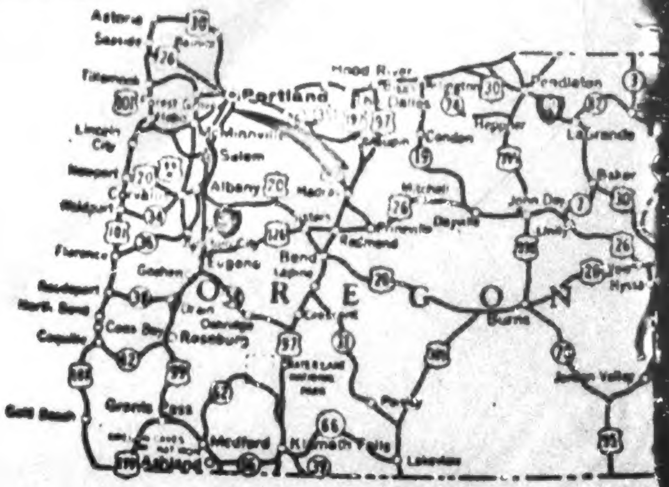
MENT OF TRANSPORTATION

ATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
SEP 1 . 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

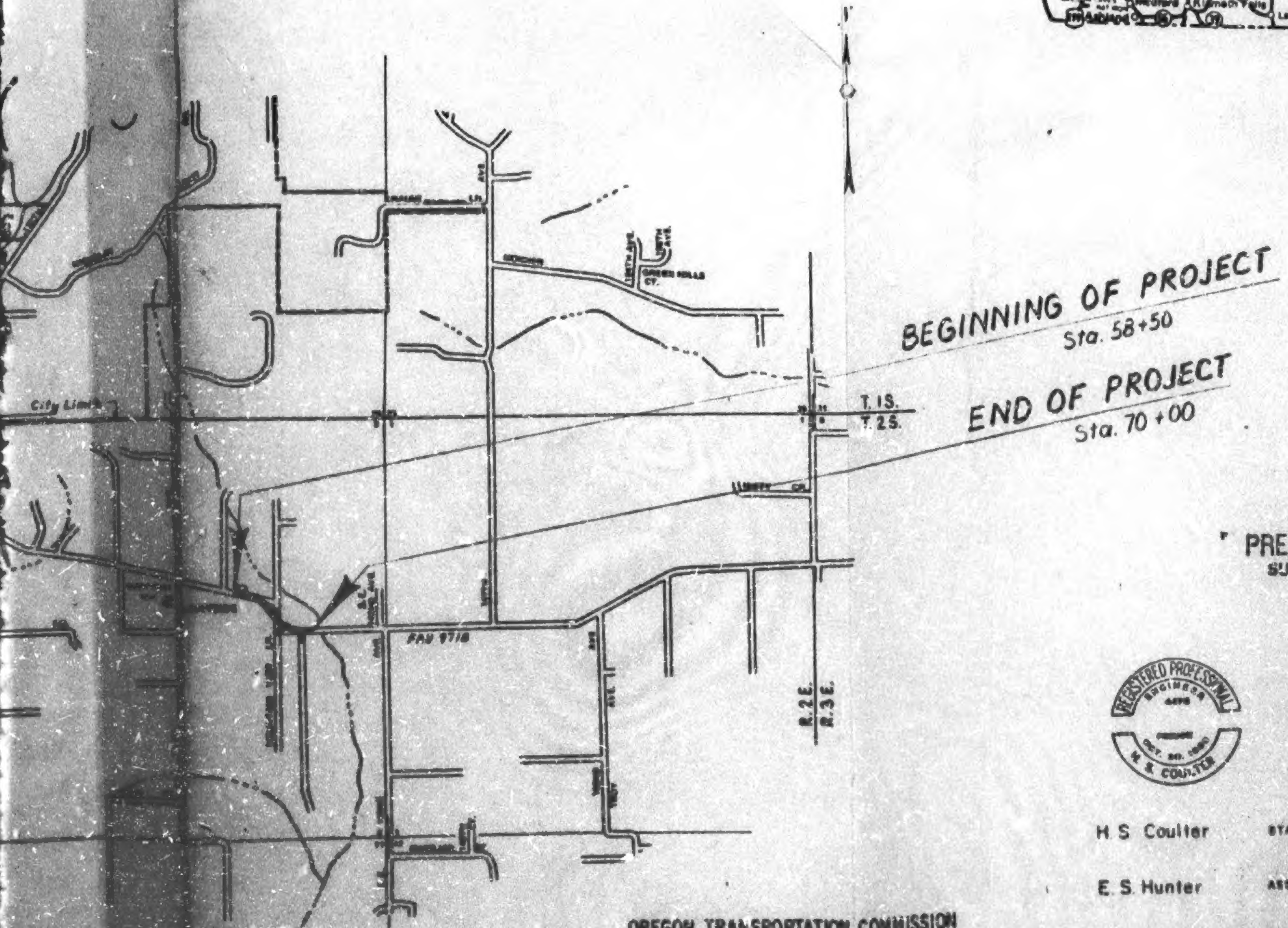
S.E. 132ND AVE. ~ S.E. 142ND AVE. SEC FAU 9718 (SUNNYSIDE RD.) CLACKAMAS COUNTY			
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		



D AVE.-S.E. 142ND AVE. SEC.

FAU 9718 (SUNNYSIDE RD.)

CLACKAMAS COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRAT

APPROVED:

DISTRICT ENGINEER

Sketch Map
1000 2000 Feet

OREGON

TRANSPORTATION

WAY DIVISION

POSED PROJECT

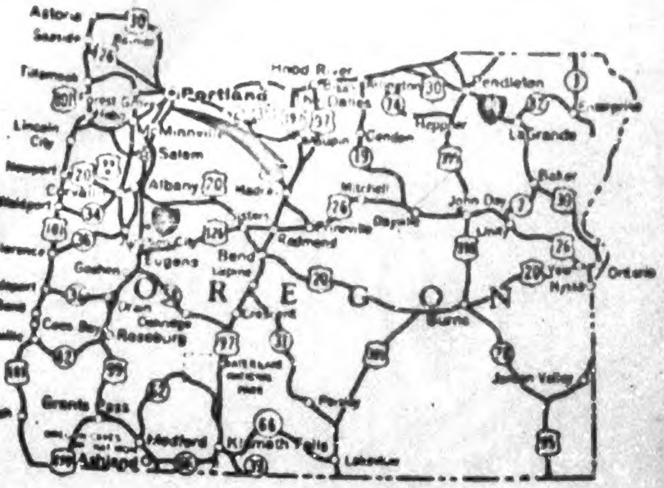
PRELIMINARY COPY
SEP 1 . 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

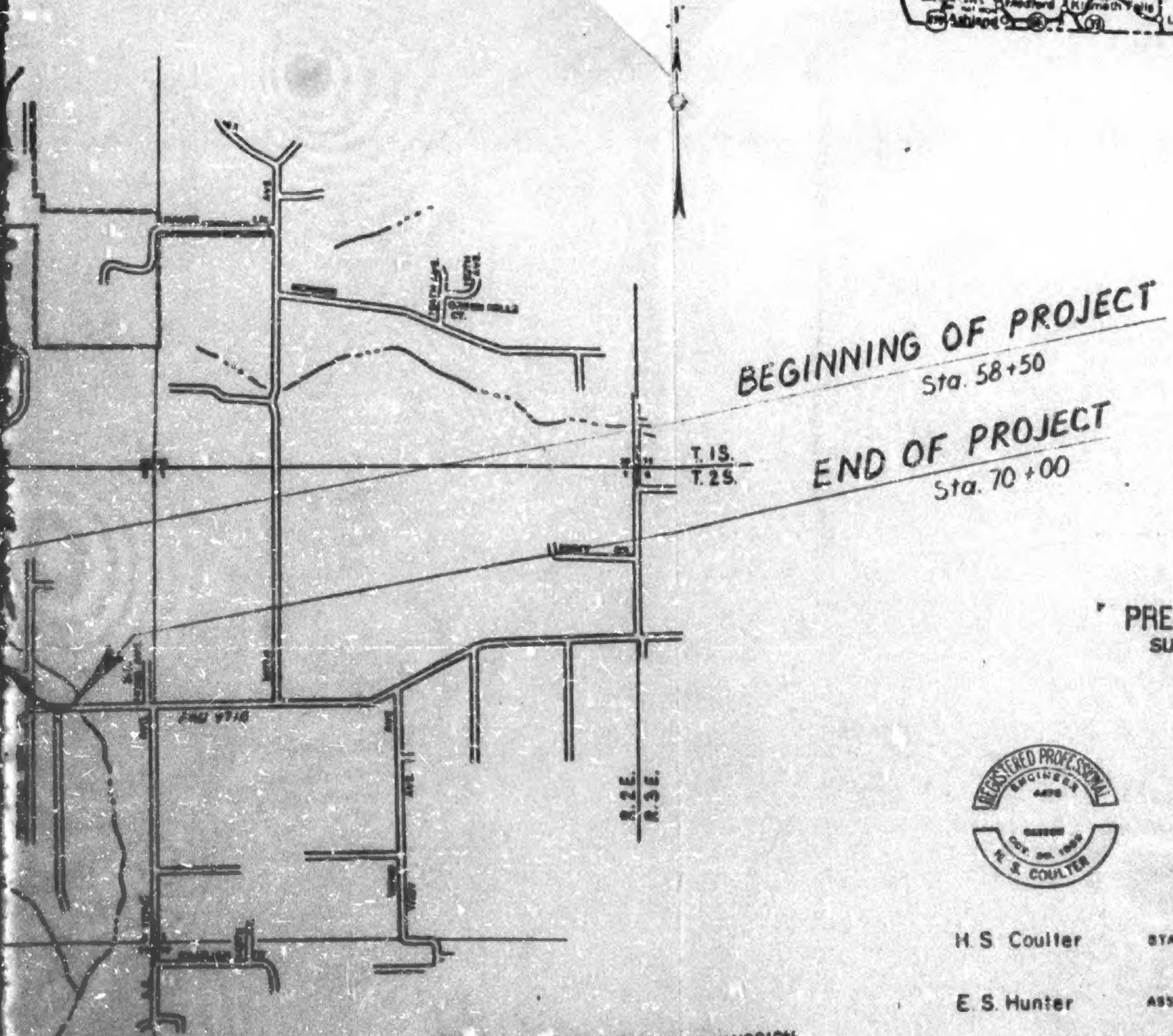
S.E. 132ND AVE.~ S.E. 142ND AVE. SEC. FAU 9718 (SUNNYSIDE RD) CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

E. 142ND AVE. SEC.

NNYSIDE RD.)

AS COUNTY





ch Map

200 400 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H.S. Coulter	STATE HIGHWAY ENGINEER
E.S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

9072

9-6-79

Max says to proceed with design. They will not ask for more funds now because the overrun procedure is going to be discussed @ this months meeting with MSD. When the final estimate is ready, they will determine what is to be done. notified Jack Sills.

9-5-79

Jack Sills says his estimate is $309,850 including PE R/W & const.

Final Draft of TIP has

FAU PE 13,176
" R/W 42,120
FAIX Const 162,704
218,000 Fed

Need 263,500 Fed

Max will check w/ county and let me know.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

9072

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-79

FEDERAL AID PROJECT NO.	IX-9718(4)
STATE PROJECT NO.	See below
COUNTY NAME	Clackamas
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80149

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-11
orig

RECEIVED
STATE HWY ENGR
SEP 11 '79
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	8-30-79
DATE AUTHORIZATION EFFECTIVE	8-30-79
FEDERAL ROUTE NUMBER	FAU 9718
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

S.E. 132nd Avenue-S.E. 142nd Avenue Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain and High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 10, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $237,200 - Federal Funds $201,600.
(Advice No. 823-10-9-09, dated 8-21-79)

DATE	8-30-79
SIGNATURE OF APPROVING OFFICIAL	G. K.
TITLE	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-812

9072

Form 81-734-3035

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
August 20, 1979

FILE:

FROM: C.J. Eshelman C. Eshelman
Region 1/Metro Geologist

TO: Max Klotz
Technical Services Enigineer

SUBJECT: Final Soils and Material Report
S.E. 132nd Ave.-142nd. Ave
Sunnyside Rd. (FAU 9718)
Clackamas County
Prefix No. 303-1905

Attached is the Final Soils and Materials Report on the subject section.

Clarence Eshelman
Region 1/Metro Geologist

By: Ron Jennison
Field Geologist

Attachments
cc: E.L. Hardt
J.H. Versteeg
F.E. Terpin
C.J. Gregg
R.R. Cameron
File

1 Versteeg
Anderson
MW Christensen copy
Olsen
MW Sullivan copy
Terpin
2 Trout
Wakerlig

RECEIVED
AUG 22 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

FINAL SOILS AND MATERIALS REPORT

SE 132nd Ave.-SE 142nd Ave.
Sunnyside Road (FAU 9718), Clackamas County
Prefix No. 303-1905

1. TYPICAL SOILS: The typical soil is a CLAYEY-SILT and represented by Laboratory Report No. 78-5796.

2. GRANULAR MATERIAL: No granular material should be encountered on this project.

3. DRAINAGE: The drainage is only fair, due to the fine grained nature of the soil. However, no problems are anticipated.

4. SLOPE DESIGN: Cuts and fills are small and no problems are anticipated.

5. MATERIAL SOURCES: There are no state owned sources available for this project. The following is a partial list of qualified commercial sources which could provide aggregate material.
    - Willamette HI-Grade (Willamette Falls)
    - Clackamas S&G
    - Hardscrabble

7. BASE DESIGN: The attached BASE DESIGN was developed from information contained in Soils Laboratory Report No. 78-5796.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.E. 132nd Ave.-S.E. 142nd Ave.
Highway: F.A.U. 9718 (Sunnyside Rd.)
County: Clackamas
Prefix: 303-1905
Res. Engr. R. Cameron

Date February 1, 1979
Ten Year Traffic Coefficient 7.4
18 kip s.a. per day 52.4
R value 13
Frost Penetration - - - -
CBE Total Requirement 23.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.W.S. (Cl. B)	4.0
7.0"	P.M.B.B.	12.5
6.0"	L.T.S.	6.0
15.0"		22.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange
Project Coordinator

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	S.E. 132nd Ave.-S.E. 142nd Ave.	Laboratory No.	78- 5796
		Prefix No.	303-1905
Highway	Sunnyside Rd.	County	Clackamas
Contractor	Contract No.	F. A. Project No.	
Submitted by	C. J. Gregg	Date Reported	7-26-78
		Laboratory Charges	172.00

1 Sack

REPORT ON SAMPLE OF

Source of material	500' W. of 132nd Ave., 16' Rt. of Cent. Ln.		
Sampled or inspected at	Depth 24"-60"	Data No.	10114
To be used		Date received	4-28-78
Sampled or inspected by	Ken Parks 4-26-78	Quantity represented	

TEST RESULTS

SOIL CONSTANTS

L. L. T-89	37
P. I. T-90	5
Sp. Gr. (Le Chat.)	2.58
Sand Equiv.	
Class. M-145	A-4
Organic %	
Nat. Moist. %	
Los Angeles Abrasion T-96	
Grading % Wear	
Oregon Degradation	
P20 %, Ht. in.	

Expansion Pressure and "R" Value T-190

Moisture %	28.0	24.8	22.7	20.6	
Exudation Press. psi	32	84	143	304	
Expansion Pres. CT in	0	6.0	12.0	26.0	
Displacement	5.3	5.9	4.9	4.0	
Compaction, psi	36	86	135	207	
"R" Value	11	24	48	65	
Density pcf	88.5	91.6	95.4	99.6	
Water loss ml.	0	0	0	0	
Comp. water loss at blows	—	—	—	—	

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	100.0
10	99.3
40	93.0
60	91.4
200	88.2

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
90.9	17.3
92.6	19.2
94.5	21.4
93.2	23.4
91.5	25.8

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	0.7 %
Coarse sand, 2.0 to 0.42 mm.	6.3 %	6.3 %
Fine sand, 0.42 to 0.074 mm.	4.9 %	4.8 %
Silt, 0.074 to .02 mm.	40.1 %	39.9 %
Silt, 0.02 to 0.005 mm.	27.9 %	27.7 %
Clay, smaller than 0.005 mm.	20.8 %	20.6 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☑ Files
- x Eshelman
- x Gregg

Remarks Sample was prepared for testing after partial air drying.

"R"-Value @ 27.4% Moisture Content (95% of 94.5 pcf T-99-Max Den.) -13

"R"-Value @ 20.6% Moisture Content (300 psi Exudation.) -65

John C. Jenkins

Engineer of Materials

SP*66056-734

9072

Clackamas Co.

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 8, 1979

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan ✓
Terpin
Trout
Wakerlig
Bill-file copy
o.b.

RECEIVED
AUG 0 8 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97310

Dear Mr. Green:

Re: SE 132nd Ave.-SE 142nd Ave.
Sunnyside Road
[redacted]

This FAUS project is for the improvement of alignment by removing a hazardous "S" curve west of 142nd Avenue on Sunnyside Road. The project is approximately 0.28 mile in length. The present ADT is 3,245. The projected ADT is 5,500.

The typical section proposed is 12-foot travel lanes with 6-foot paved shoulders.

The horizontal alignment has 12° reversing curves with 240-foot spirals connected with a short tangent. The beginning and end of the project will connect to the existing roadway which has a total paved width of 22-feet, including shoulders. In the foreseeable future, there are no plans to improve Sunnyside Road east or west of the project limits.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other than Freeways, AASHTO, 1969".

This project is presently scheduled for the ~~September 26~~ Nov 15 [illegible], 1979, contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

WEC:ab
cc: E. S. Hunter
E. L. Hardt
F. E. Terpin
W. E. Cole

Form 81-734-3122

1072

August 1, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of July.

		Funds		
Project	Work	Federal	State	Local
1) W. Approach, Sellwood Br.	Constr.	$606,218	$64,188	$42,792
2) Nyberg Cr. Br. (Tualatin)	Constr.	422,206	44,704	29,803
3) Scholls Hwy. @ Allen Blvd.	PE, Constr.	48,048	5,087	3,392
4) Cornell Rd. @ Murray Blvd.	Constr.	71,560	7,577	5,051
5) S.E. 132nd Ave.-S.E. 142nd Ave.	Constr.	126,764	13,422	8,948

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of July.

Sincerely,

F. B. Klaboe
Director

JLG:dmc fn
bc: H. S. Coulter
L. W. Rulien
B. H. Moehring
R. N. Bothman

7072 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 30, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-9718(4)
S.E. 132nd Ave.-S.E. 142nd Ave.
Sunnyside Road
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The PR-1 forms and project maps submitted with Mr. Swan's July 10, 1979, letter have been reviewed. The information shown on the PR-1 forms indicate that the project will have 6-foot wide, paved shoulders which is not consistent with the AASHTO Standards which require a minimum 8-foot wide shoulder.

For this reason, the project cannot be approved as submitted. The project should be revised to provide an 8-foot wide shoulder or a request submitted for an exception to the Standards.

G.K. Hoerner
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
Mackiing
FOR

Info	Answer	S/O	S/S	Sign	Act	File
					X	

8-2
orig to

R

9072

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 80149
Project No. IX-9718(4)
S.E. 132nd Ave.-S.E. 142nd Ave.
Clackamas County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Nov. 15, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (88.15%)	$181,840
State Funds	24,447
Total Cost	$206,287

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 11 '79
REFER TO
FO
Info Inves R/D D/R Sign Ac

Form 734-3422

9718

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

for J L Gaither

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 80149
Project No. IX-9718(4)
SE 132nd Ave.-SE 142nd Ave. Sec.
Sunnyside Road
Clackamas County

Attached support data consists of PR-1 forms and project maps.

I request transfer of Interstate Substitution General Funds for construction of the project, as we are ready to request PS&E approval. This action will involve an estimated total cost of $237,200 with Federal funds in the amount of $201,600.

This request is based on the July 9 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

One copy each of the State Clearinghouse and District 2 Clearinghouse A-95 review conclusions were previously forwarded.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

N H

Form 734-[illegible]

Budget Bureau No. 41-R206

U.S

FORM PR-1
(REV. 4-61)

FEDERAL- AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. July 10, 1979

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., SE 132nd Ave. to SE 142nd Ave. 65	ADT	PRESENT 3,300	FUTURE 6,000 (66) (70)	YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 9718 7	

CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas				
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9718 (32)	STATE Co. Rd.* (36)	(37)	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"SE 132nd Ave.- SE 142nd Ave. Sec."					
5					CONST (CODE) (TOPICS) 6203			0.22	237,200	201,600	21,360	14,240 (Co

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.22	237,200 (16) (23)	201,600 (24) (32)	21,360	14,240 (Co
1	14	PROGRAM APPROVAL DATES 2-1-78						

* Sunnyside Rd.

REMARKS Additional Data: Item 8
M-9718

3031905

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

O.

FORM PR-1
(REV. 4-61)

July 10, 1979

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., SE 132nd Ave. to SE 142nd Ave.		3,300	6,000	99	10	Oregon	41	823	80149

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
T. Pave								IX-	9718	(4)		

FUNDS
Substitutions General Funded

EA

COUNTY NAME	CODE
Clackamas	005

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9718	Co. Rd.*	---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"SE 132nd Ave.- SE 142nd Ave. Sec."						Adj. util. as req.
ROW								ROW-60' min.; Access Control-none; Parking Restrictions- Partial
CONST (CODE) (TOPICS) 6203			0.22	237,200	201,600	21,360	14,240 (Co.)	
ED BY JLG		PROJECT TOTALS	0.22	237,200	201,600	21,360	14,240 (Co.)	

M APPROVAL DATES 2-1-78

* Sunnyside Rd.

REMARKS Additional Data: Item 80149; Project No. M-9718(2) & (3).

over

USCOMM-DC

SE 132nd Ave.-SE 142nd Ave. Section
Project No. IX-9718(4)

Project Data: Work under this project consists of grade, drain and high-type pave two 12-ft. traffic lanes with 6-ft. paved shoulders and incidental work common to this type of project. Adjust utilities as required.

NOTE:
1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP pg. 42 item no. 72, also MSD resolution 79-24.
3) Included in FY 79 Annual Program in Schedule of Contract Lettings Page 11.
4) File Nos. for Clearinghouse:
   St. Cl. Ho. #7712-2-430
   Dist. Cl. Ho. #7712-22

1072

July 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for five highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
1. W. Approach, Sellwood Br.	Const.	$606,218	$64,188	$42,792
2. Nyberg Cr. Br. (Tualatin)	Const.	422,206	44,704	29,803
3. Scholls Hwy. @ Allen Blvd.	Const.	48,048	5,087	3,392
4. Cornell Rd. @ Murray Blvd.	Const.	71,560	7,677	5,061
5. SE 132nd Ave.-SE 142nd Ave.	Const.	126,764	13,422	8,948

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

JLG:dmc

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District
D. H. Moehring
M. S. Coulter
R. N. Bothman

9072

March 16, 1979

Clackamas County
Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. John C. McIntyre
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition phase of the S.E. 132nd Avenue-S.W. 142nd Avenue Section of Sunnyside Road Urban System Project.

Financial sharing of the right-of-way acquisition is:

Total R/W	$80,000
Federal Funds	70,400
Balance	$ 9,600

County Share:

50% of $9,600 = $ 4,800

Please make your check in the amount of $4,800 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

GEZ:pf

bcc w/AD #601: Vern Skoog - Please return completed AD # 601 when check is received.
Jon Rose

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

9072 LETTER OF APPROVAL AN[illegible]R AUTHORIZATION

FEDERAL [illegible] M-9718(3)

STATE P[illegible]T NO. See below

COUNTY NAME Clackamas

PROGRAM NO.

ITEM NO. 80149

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 22 '79
REFER TO
Meacher
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-19-79

FEDERAL ROUTE NUMBER FAU 9718

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
S.E. 132nd Ave.-S.E. 142nd Ave. (Sunnyside Rd.)

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

Files 50506A&B
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 7, 1979, I approve the relocation plan dated January 15, 1979, for the subject project. Also, as requested, you are now authorized to proceed with all phases of actual acquisition including relocation assistance for a TEC of $80,000. At this time, per Mr. Swan's request, Federal participation is limited to $45,000. Additional obligation will be requested at a later date. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 3-16-79

SIGNATURE OF APPROVING OFFICIAL Malach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—[illegible]-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80149
Project No. M-9718(3)
SE 132nd Ave.-SE 142nd Ave. Section
Clackamas County

Enclosed is data for the subject project.

We request the following:

1) Approval of the enclosed January 15, 1979 relocation plan for the project.

2) Authorization to proceed with the actual acquisition of the right-of-way all phases including relocation assistance at an estimated total cost of $80,000; however, we request only an obligation of $45,000 in federal funds at this time. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map IR-4-685.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for displaced individuals and families who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals and families who are subsequent occupants for each displaced person on this project. Relocation assistance will be provided from the Region 1 Right-of-Way Office at 9200 SE McLoughlin Blvd. in Milwaukie.

The State's relocation program is realistic and is adequate to provide, orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:dmc
Enc.
cc: Max Klotz, Metro
E. Hardt, Region 1
J. B. Boyd
F. Lowe
G. Zehner

AD 601
2

Budget Bureau No. 41-R206

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

March 7, 1979

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		Co. Rd., Sunnyside Road		3,300	6,000	99	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Right-of-Way Acquisition		▨	▨	▨	▨			M-	9718

CARD

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA: Portland

COUNTY NAME: Clackamas

ROUTE NO.: U | FEDERAL-AID: 9718 | STATE: Co. Rd. | U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53						
5					**PE**		"SE 132nd Ave.- SE 142nd Ave. Section"					
5					**ROW**			0.27	80,000	70,400	4,800	4,800 (Co.)
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY		PROJECT TOTALS	0.27	80,000	70,400	4,800	4,800 (Co.)
1	1		CL						
1	14	PROGRAM APPROVAL DATES	2-1-78					REMARKS	Additional Data: Item M-9718(2).

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 7, 1979

OJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
o. Rd., Sunnyside Road		3,300	6,000	99	10	Oregon	41	W36	80149

D WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
cquisition								M-	9718	(3)		

COUNTY NAME: Clackamas CODE: 005

ROUTE NO.: U FEDERAL-AID: 9718 STATE: Co. Rd. U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E		"SE 132nd Ave.- SE 142nd Ave. Section"						ROW-60' min.; Access Control-none; Parking Restrictions- Partial
OW			0.27	80,000	70,400	4,800	4,800 (Co.)	
ONST (CODE)								
CL		PROJECT TOTALS	0.27	80,000	70,400	4,800	4,800 (Co.)	

ROVAL DATES: 2-1-78

REMARKS: Additional Data: Item 80149; Project No. M-9718(2).

over

USCOMM-DC 43900-P61

SE 132nd Ave.-SE 142nd Ave. Section
Project No. M-9718(3)

Project Data: Work under this project consists of right-of-way acquisition all phases including relocation assistance as required for the future construction necessary to realign the existing roadway to eliminate a hazardous "S" curve.

Data for PR-37: Relocation assistance

Moving Costs (1 family)	$ 500
Replacement Housing	7,500
Total	$8,000

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP pg. 42 item no. 72.
3) Included in FY 79 Annual Program in Schedule of Contract Lettings Page 11.

- 9072

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.E. 132nd Ave.-S.E. 142nd Ave.
Highway: F.A.U. 9718 (Sunnyside Rd.)
County: Clackamas
Prefix: 303-1905
Res. Engr. R. Cameron

Date February 1, 1979
Ten Year Traffic Coefficient 7.4
18 kip s.a. per day 52.4
R value 13
Frost Penetration - - - -
CBE Total Requirement 23.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.W.S. (Cl. B)	4.0
7.0"	P.M.B.B.	12.5
6.0"	L.T.S.	6.0
15.0"		22.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange
Project Coordinator

9C72

1-19-79
~~December 1, 1978~~

S.E. 132nd Ave. - S.E. 142nd Ave.
Sunnyside Road
Clackamas County
Prefix 303-1905

NARRATIVE REPORT

This survey is for the purpose of realignment of an 'S' curve on sunnyside road. The curves are very close together and have a high reported accident rate. According to adjacent residents there have been numerous unreported accidents.

The proposed alignment was selected from three (3) alternates by the Clackamas County Commission on November 1, 1978.

It is proposed that disposition of excess excavation be the responsibility of the contractor and that the material source be designated as commercial.

There are no anticipated problems of an unusual nature on this project.

Aquisition of R/W is to be the responsibility of the County. R/W descriptions will be prepared by the State.

RRCameron
R. R. Cameron
Resident Location Engineer

R/W & Const. - \$189,000
P.E. = \$12,000
\$201,000 Orig. Est. \$142,000

Notified Max Klote of new estimate. He will notify County & advise as to their desires.

REC'D. 12-22-78

1-19-79
MSD says funds are available
survey data to Design By
Hank Wakeolig.

S.E. 132nd Ave. - S.E. 142[illegible]e
Sunnyside Road
Clackamas County
QUANTITY SUMMARY & COST ESTIMATE

[illegible] Alignment
Prefix 303-1905
Date: December 1978

Sec.	Item		Unit	Quantity	Unit Price	Amount	
110	Mobilization	8%	All	L.S.		8,300	
111	Temp Protect & Direct Traffic	3%	All	L.S.		3,100	
	Temporary Signs		Sq Ft	100	6.00	600	
	Temporary Barricades		Each	6	80.00	480	
	Flagmen		Hour	300	18.00	5,400	
200	Clearing & Grubbing		Acre	0.9	4,000.00	3,600	
203	General Excavation		Cu Yd	3,760	5.00	18,800	
206	Trench Excavation		Cu Yd	37	7.00	300	
222	Finishing Roadbed & Slopes		All	L.S.		600	
224	Obliteration of Old Roadway		Sq Yd	578	5.00	2,900	
233	Watering		M-Gal	150	10.00	1,500	
301	Bituminout Base Mixture		Ton	1,793	15.00	26,900	
	Asphalt in Bit Base Mixture		Ton	99	100.00	9,900	
304	¾-0 Aggregate Base		Cu Yd	125	10.00	1,250	
307	Lime Treated Subgrade		Sq Yd	4,689	1.20	5,600	
	Lime in Treated Subgrade		Ton	52	75.00	3,900	
403	Class 'B' Asphalt Concrete Mixture		Ton	616	20.00	12,300	
	Asphalt Cement in Mixture		Ton	44	100.00	4,400	
407	Asphalt in Tack Coat		Ton	0.5	500.00	250	
603	12" Culvert Pipe		Lin Ft	145	9.00	1,300	
610	Extra for Asphalt Approaches		Each	6	150.00	900	
	Extra for Asphalt Road Connections		Each	2	250.00	500	
681	Roadside Seeding & Mulching		Acre	0.4	700.00	280	
							113,07
	Additional Anticipated Items						
	Permanent Signing					800	
	Permanent Striping					700	
	Relocate Mailboxes		Each	13		650	
							2,15
	Engineering & Contengencies 20%					23,000	
							23,00
	Right of Way					51,000	
							51,00
	TOTAL						189,22

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE September 15, 1978

TO ROB CAMERON
Resident/Location Engineer
METRO

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT R/W Cost Estimate
132nd Avenue-142nd Avenue Section
Alignment 'L^3'
September, 1978

As requested in your letter of September 13, 1978, the following is the R/W cost estimate for the L^3 alignment:

Land:	.4 Ac. @ $12,000/Ac.	=	$ 4,800.
Damages:	.12 Ac. @ $12,000/Ac.	=	1,440.
Land:	.34 Ac. homesite	=	10,000.
Improvements:	House, garage, etc.	=	35,000.
	Total	=	$51,240.
	Rounded to:		$51,500.

KR:kf

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

November 9, 1978

Rob Cameron
Location Engineer
Oregon Transportation Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Enclosed please find a copy of Commissioners' Order No. 78-2097 approving alternative "L-3" alignment for elimination of curves on Sunnyside Road between S.E. 132nd and S.E. 139th Avenue.

It is requested that the state proceed with necessary agreements, designs, etc. to implement this project as soon as possible.

I have indicated to our citizenry that a call for bids is possible by March or April of 1979. Therefore, I trust right-of-way acquisition will commence immediately.

Winston W. Kurth
WINSTON W. KURTH, Assistant Director
Department of Environmental Services

/kj

RES. ENGR.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approving Sunnyside Road Realignment "L-3" as the preferred alternative to elimination of 90° turns on Sunnyside Road between S.E. 132nd Avenue and S.E. 139th Avenue

Order No. 78-2097

This matter coming before the Board of Count Commissioners as the result of the authorization of a Federal Aid Urban Project to elimina existing 90° turns on Sunnyside Road between S.E. 132nd and S.E. 139th Avenue, and

It further appearing to the Board that publi meetings have been held to discuss the alternatives under consideration on October 5, 197 and on November 1, 1978, and

It further appearing to the Board that the Department of Environmental Services recommends the "L-3" alternative which requires the least amount of right-of-way, reduces road curvature to a 12° curve, is the least costly, and results in the shortest remaining segments of Sunnyside Road existing for future maintenance, now therefore

IT IS HEREBY RESOLVED that the "L-3" alterna as on file in the Department of Environmental Services, is approved by the Board as the preferred route of Sunnyside Road realignment.

DATED this ____ day of ____________, 1978

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

DES

9C7-

STATE OF OREGON

INTEROFFICE MEMO 9718

Technical Services — DEPT.
238-8231 — TELEPHONE

TO: JERRY WIMER
Project Management
Attention: Gary Zehner

DATE: January 16, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: 132nd - 142nd Avenue Section
Sunnyside Road
Clackamas County
Prefix: 303-1905

The attached letter from Bill Ockert, Transportation Director, M.S.D., documents the fact that with the inflation and 20% overrun allowance there is adequate funds for the subject project.

The processing of the project may be continued.

pq

cc: D. E. Swan
R. R. Cameron
Earl Mershon

PROJECT MANAGEMENT
PME ☒ CCE ☐ CM ☐
LCE FAE ☐ CFE ☐
JAN 18 1979
File: PM FA
LG OP
TAA Zehner

81-182-1367

MSD METROPOLITAN SERVICE DISTRICT
527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646
RICK GUSTAFSON, Executive Officer

January 12, 1979

Mr. Ted Spence
Policy & Planning Coordinator
ODOT - Metro Branch
5821 NE Glisan
Portland, OR 97213

Dear Ted:

We have reviewed the revised cost estimate on the Sunnyside Road realignment project and have the following reaction. The adopted regional TIP contains a federal funding authorization (FAUS funds) for this project of $122,000. This authorization is based on a cost estimate prepared in the third quarter of 1976. In accordance with the Cost Overrun procedures, the authorization is being administratively adjusted for inflation (as of September 30, 1978) to $152,000 (including past obligations). The letter from Max Klotz indicates that the ODOT location survey has resulted in a revised cost estimate of $208,000. The federal share of this cost (assuming the project is funded with FAU funds) would be $179,000. This is $27,000 or 18% above the MSD authorization. According to the Cost Overrun procedures an administrative adjustment of up to 20% of the authorization is possible for a project of this size.

My conclusion is that the MSD staff has the authority to administratively adjust the TIP to increase the funding authorization up to an amount sufficient to cover the revised cost estimate. We will, therefore, proceed to increase the FAUS authorization to $179,000 (as of September 30, 1978) in the next quarterly TIP.

Sincerely,

Bill

C. William Ockert
Transportation Director

kt
cc: Denton Kent
Winston Kurth
Bernie Straight
Gary Spanovich

MA PDM PDE TSE SPC
ODOT METRO
JAN 15 1979
AM PPS
FILE T/A

7072

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 8, 1979

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO:

Ken Rolfe
Region 1 R/W Supervisor

SUBJECT: R/W Services Agreement #118
S.E. 132nd-SE 142nd Ave.
Sunnyside Road
Clackamas County

MISC. CONTRACTS and
AGREEMENTS No. 6432

Enclosed are two copies of this supplemental agreement so that one copy can be sent to the County.

The project will be programmed.

AE
mp
Enc.

cc: Cecil Head, w/orig.
Finance, Jim Kimms, w/c
Local Gov't Programs, w/c
Ed Hardt, w/c
Title, w/c

1-11-79
noted in
agree. book

1C 12

303-1905
9718

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 27, 1978

Telephone: 238-8231

Winston Kurth
County Engineer
Clackamas County
902 Abernethy Rd.
Oregon City, OR 97045

We have completed the location survey for the 132nd-142nd Ave. section of Sunnyside Road and submitted the data to Salem for final design.

A comparison of our field estimate and the CRAG FAUS fund authorization shows a shortage of funds:

Item	CRAG Auth.	Field Estimate
Preliminary Engineering	$ 12,500	$ 17,000
Construction	98,500	140,000
Right-of-Way	29,500	51,000
Traffic Control	500	in const. estimate
TOTAL	$141,000	$208,000

I need to know if the county will be securing additional funds or wants to try to reduce the project to the available money. We will be holding off on further work on the project until we receive your response.

MAX J. KLOTZ
Metro Technical Services Engineer

js

cc: T. Spence
J. Rose
[redacted]

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐
FA

Form 734-3122

9C7-2

PAU

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date October 20 197 8

Week ending October 21 197 8

Job name S.E. 132nd - S.E. 142nd

Highway Sunnyside Road

County Clackamas

Job prefix 303-1905

Anticipated per mile cost of survey $38,400

		Unit 1	Unit 2	Unit 3	Unit 4	Total Survey Section
	Unit name					
Mileage	Total	0.28				
Mileage – Staked	Preliminary					
Mileage – Staked	Location					
Per Cent Complete	Field	75				
Per Cent Complete	Office	60				
Date of Survey	Started	5/15/78 ✓				
Date of Survey	To be completed	11/78 ✓				
Estimated construction cost		$184,000				

Expenditures – This Week	Salary	1,516
Expenditures – This Week	Other	
Expenditures	Previous total	11,467
Expenditures	Total (including this week)	12,983
Expenditures	~~Anticipated total~~	15,000

Authorization	Field (901)	$15,000
Authorization	Per cent expended	87%
Authorization	Anticipated overrun	[illegible]

Mail address 5821 Northeast Glisan Street
Portland, OR 97213

Signed R. R. Cameron

R. R. CAMERON

Title Resident Engineer

REPORT OF WEEK ACTIVITIES

Field crew running L^3 line 1 day.

Field crew running line & obtaining x - Sec 5 days

NOTED
J. [illegible]G

NOTED
A. D. OLSON

NOTED
G. C. WILLS

NOTED - W. H. [illegible]

NOT

NOTED
W. N. HACKLEMAN

CAF NSEN

INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer; triplicate to be retained.

(Use back if additional space is requ

7072

2

March 2, 1978

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6432

Gentlemen:

Attached for your records is a fully executed copy of an agreement for realignment of the S.E. 132nd Avenue-S.E. 142nd Avenue Section of Sunnyside Road in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Agreement attached)

9072

[illegible]PARTMENT OF TRANSPORTATI[illegible] HIGHWAY ADMI[illegible]

LETTER OF APPROVAL [illegible] AUTHORIZATION

[illegible](2)

[illegible] NO.
See Below

Clackamas

PROGRAM STAGE (Check) ☐ ☐

2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM

ITEM NO. 80149

TO:

Mr. [illegible] B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2-10-78	FAU 9718 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"SE. 132nd Avenue - SE 142 nd Avenue Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
XXX PREPARATION, Including Archeology Salvage and Utility preparatory work
☐ OTHER (Specify) TEC NTE $12,000- F.F. $10,296

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-1-78 letter

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1973—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80149
Project No. M-9718(2)
S.E. 132nd Ave.-S.E. 142nd Ave. Section
Clackamas County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain PS&E approval at an estimated total cost of $12,000 with an obligation of $10,296 in federal funds.

CL:dmc
cc: Max Klotz, (Metro)
Zehner

AD 381
385z
Req'd. 2-9-78

Budget Bureau No. 41-R2367;
U.S.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. February 1, 1978

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Sunnyside Road 65	ADT	PRESENT 3,300 (66)	FUTURE 6,000 (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 9718 (2)

CARD	CLASS OF FEDERAL FUNDS Urban System NAME OF URBAN AREA 17-31 Portland	COUNTY NAME Clackamas ROUTE NO. U	FEDERAL-AID 9718 (33)	STATE Co. Rd. (36) (37)	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.28	12,000	10,296	852	852 (Co.)
5					ROW							
5					CONST (CODE)		"S.E. 132nd Ave.- S.E. 142nd Ave. Sec."					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.28	12,000 (16) (23)	10,296 (24) (33)	852	852 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 1, 1978

ECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Sunnyside Road		3,300	6,000	98	10	Oregon	41	W36	80149

WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ering								M-	9718 (2)			

COUNTY NAME	CODE
Clackamas	005

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9718	Co. Rd.	--

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E			0.28	12,000	10,296	852	852 (Co.)	
OW								
ONST ODE)		"S.E. 132nd Ave.- S.E. 142nd Ave. Sec."						ROW-60' min.; Access Control-None; Parking Restrictions- Partial
CL		PROJECT TOTALS	0.28	12,000	10,296	852	852 (Co.)	

OVAL DATES

REMARKS

"over-

USCOMM DUSCOMM-DC 43906-P61

S.E. 132nd AVE.-S.E. 142nd AVE. SECTION
PROJECT NO. M-9718(2)

Existing Facility: 2-10 foot travel lanes with 1 foot shoulders.

Adjacent Sections: Same as existing facilities.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces and archeological salvage necessary for the future construction required to realign the existing roadway and eliminate a hazardous "S" curve.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Camp Withycombe National Guard Airstrip is 1¼ miles south of the project and Trohs Memorial Park Airport (Private) is 2 miles north east of the project. However, no conflict with the operation of either airstrip will result from this project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated January 24, 1978 and January 4, 1978 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 1, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Data for PR 37:		
	Preliminary engineering - Field Work	$8,800
	Archeological Salvage	400
	PS&E Preparation	2,800
	Total	$12,000

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 78 TIP/AE as #61.

7012 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Sunnyside Road FAU-9718 132ND [illegible] "5" [illegible]

DATE: January 24, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 2'78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hardt, Reg. 1
W. W. Geibel, Dis. 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
D. E. Swan

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7712 2 430

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

BEN GIFFORD
12-16-77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 430 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMEL SECTION SHOULD COORDINATE THIS SUNNYSIDE
ROAD PROJECT IN CLACKAMAS COUNTY WITH THE STATE HISTORIC
PRESERVATION OFFICE AS REGARDS CULTURAL RESOURCE PROTECTION.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G. Talbot

(#2)

1072

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

December 16, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: 132nd Ave.-142nd Ave. ("S" Curves)
Highway: Sunnyside Road FAU-9718
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 16, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
DEC 19 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 132nd Ave.-142nd Ave. ("S" Curves)			
11	12] PROJECT LOCATION—CITY Sunnyside Road FAU-9718	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Realign and widen roadway in "S" curve section. Improve drainage. [71

07 12] The project would eliminate two short radius curves and a short [71

08 12] tangent between. [71

09 12] SEE ATTACHMENT [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
122,120	--	9,940	9,940	--	142,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: December 16, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 January	43] DAY [44 16	45] YEAR [46 1978

ADDIT NAL INFORMATION—ALL APP ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: December 16, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of non-major environmental impact under Oregon's Action Plan.

CATEGORY 3 PROJECT

NON-MAJOR

M-9718(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART I. GENERAL INFORMATION

A. Project Identification:

Section "S" curve between 132nd Avenue and 142nd Avenue

County Clackamas

Highway Sunnyside Road

Termini: M.P.(if appl)

Region I

Date November 10, 1977

Unit (if appl)

City

State Hwy. No.

Length 0.28 MILE

Construction Estimate $142,000.00 (FAUS)
Program Amount

B. Purpose of Project:

To improve roadway alignment by removing a hazardous "S" curve west of 142nd Avenue

---

C. Origin & History of Project: Need for improvement is recognized by Public Works Forces. Funding is available from Federal Aid Urban Funds. There is a considerable accident history at this location.

D. General Description of Project: Realign and widen roadway in "S" curve section. Improve drainage. The project would eliminate two short radius curves and a short tangent between.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs partial; Parking Yes

Proposed: No. Lanes 2; Med. No; Shldrs. yes; Parking probably

Traffic: Existing Facility: Existing ADT 3,245; Projected ADT 5,500; Yr. 1985

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels_______
Yes, No

To be determined. (probably would not exceed 0.5 acres).
Acres_______; Type of Relocation Req._________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Material will be available from local commercial suppliers. Waste material will be dumped in a local dump sight, to be determined.

Type of Structure(s): None proposed.

Brief Description of River or Stream and Type of Involvement, if any: No involvement.

Local City, County or COG priorities of project: High priority for FAU funds in Clackamas County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No build option - present hazardous conditions would continue.

Other Descriptive Information or Comments: None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography: The topography in the area is characterized by steeply sloped hills, although the project itself is on a relatively flat terrain. Drainage is to the south into the Clackamas River. Vegetation consists of residential landscaping, orchard land, and open pasture.

2. Cultural: The project lies in a rural setting. Immediate land use is residential on the north side of Sunnyside Road and an open pasture and Filbert orchards on the south. The project will move the roadway away from the residential area, taking a portion of the pasture.

Utilities:

Power - Portland General Electric
Gas - Northwest Natural Gas Company
Communications - Continental Telephone Company
Water - Mount Scott Water District
Sewer - None

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Exact amount is not known at this time. The taking is expected to be from an open pasture. No structures will be involved.

2. Estimated Impact on Traffic Patterns: Improved safety to all roadway users.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: No residential relocation required. No expected impact on existing land use trends. A small amount of agricultural land will be put into roadway use.

Consequences:

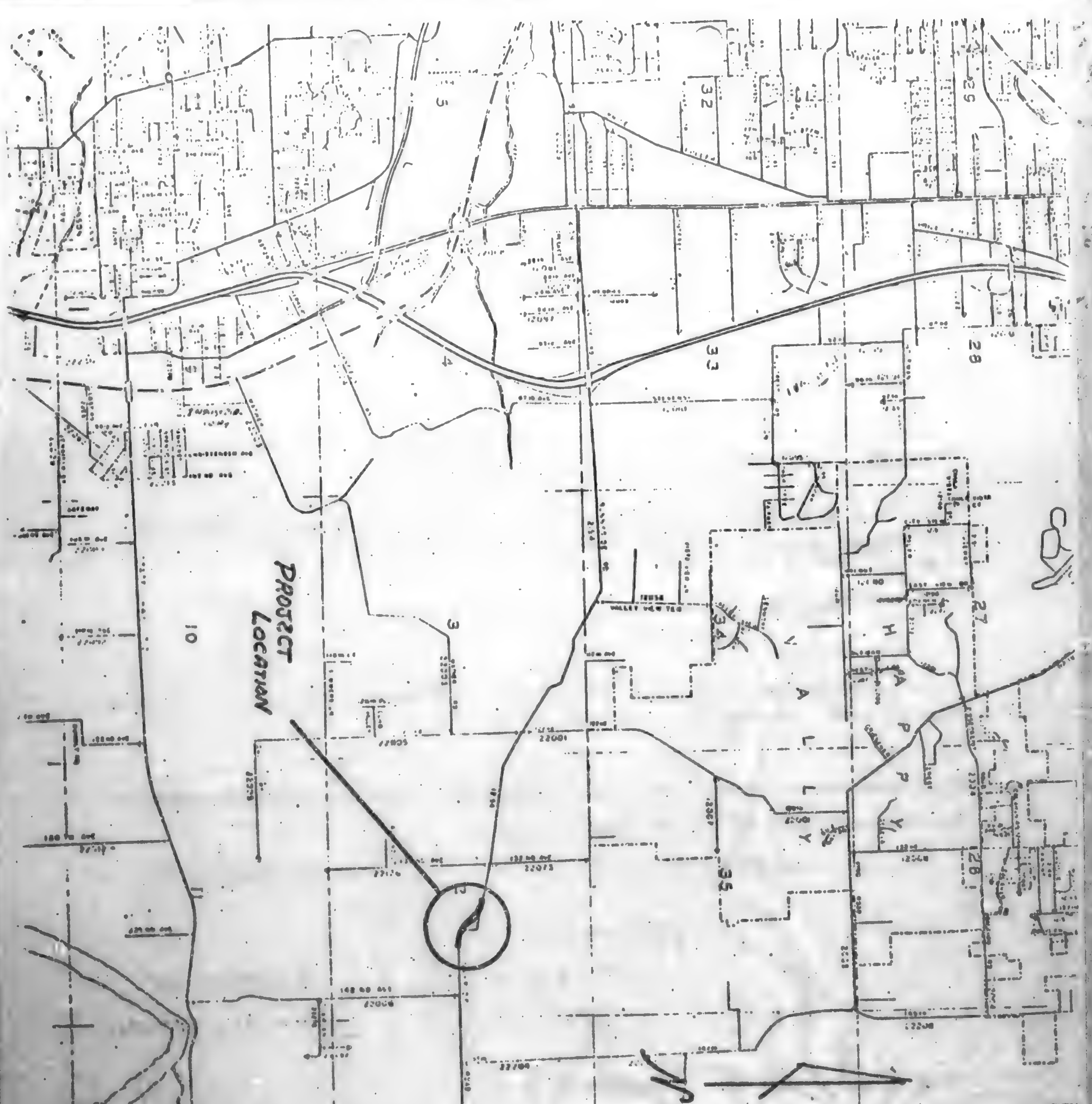
4. Expected Impact on Natural Ecological Resources: None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

May require Cultural Resource Survey.

Consequences:


PROJECT LOCATION
HAPPY VALLEY
N
32
29
5
4
33
28
10
3
34
27
35
26
36
25

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans The project will not affect existing air quality. An indirect source permit is not required.

b. Noise Standards The roadway will be moved slightly further away from existing receptors. No traffic noise increase due to this project. This constitutes the FHPM 7-7-3 noise study report.

c. Water Quality Standards No change is anticipated.

d. Area Land Use and Transportation Plans, and Zoning Consistent with area land use and comprehensive planning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

9072

STATE OF OREGO

INTEROFFICE MEMO

December 12, 1977

TO:
J. B. Boyd (3) George Bell
L. E. George Surfacing Design - Lab Bldg.
W. J. Hart Region 1 : Ed Hardt
C. T. Keasey District 2 : W. W. Geibel
J. H. Versteeg (4) Region 1 Geologist: Dan Gano
F. E. Terpin (3) Gerald Wimer (1)
G. A. Potter (2) B. L. Gifford
Metro - R. N. Bothman

DHMoehring

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
"S" Curve between 132nd Avenue
and 142nd Avenue
Sunnyside Road
Clackamas County

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 19 1977
ENGINEERING SECTION

Terpin
Do Not File
Return To
Bring In
Action

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

[illegible]

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: December 1, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No M-9718(-)
"S" Curve between 132nd Avenue
and 142nd Avenue
Sunnyside Road
Clackamas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 15, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non major action. We also concur with your traffic noise anaylsis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 1, Markham)

PROJECT MANAGEMENT
LGE W CCE ☐ OM ☐
FAL ☐ OPE ☐
DEC 9 1977

RECEIVED
TECHNICAL SERVICES
DEC 7 '77
REFER TO Wimer
FOR
Info | Invest | K/D | D/R | Sign | Act | File

BEN GIFFORD

CATEGORY 3 PROJECT

NON-MAJOR

M-9718(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 10, 1977

Section "S" curve between 132nd Avenue and 142nd Avenue

Unit (if appl)

County Clackamas

City

Highway Sunnyside Road

State Hwy. No.

Termini: M.P.(if appl)

Length 0.28 MILE

Region I

Construction Estimate $142,000.00 (FAUS)
Program Amount

B. Purpose of Project:

To improve roadway alignment by removing a hazardous "S" curve west of 142nd Avenue

---

C. Origin & History of Project: Need for improvement is recognized by Public Works Forces. Funding is available from Federal Aid Urban Funds. There is a considerable accident history at this location.

D. General Description of Project: Realign and widen roadway in "S" curve section. Improve drainage. The project would eliminate two short radius curves and a short tangent between.

Alignment: New ______ Existing ______ Combined x

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs partial Parking Yes

Proposed: No. Lanes 2; Med. No; Shldrs. yes; Parking probably

Traffic: Existing Facility: Existing ADT 3,245; Projected ADT 5,500; Yr. 1985

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No

To be determined. (probably would not exceed 0.5 acres).
Acres________; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Material will be available from local commercial suppliers. Waste material will be dumped in a local dump sight, to be determined.

Type of Structure(s): None proposed.

Brief Description of River or Stream and Type of Involvement, if any: No involvement.

Local City, County or COG priorities of project: High priority for FAU funds in Clackamas County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No build option - present hazardous conditions would continue.

Other Descriptive Information or Comments: None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography: The topography in the area is characterized by steeply sloped hills, although the project itself is on a relatively flat terrain. Drainage is to the south into the Clackamas River. Vegetation consists of residential landscaping, orchard land, and open pasture.

2. Cultural: The project lies in a rural setting. Immediate land use is residential on the north side of Sunnyside Road and an open pasture and Filbert orchards on the south. The project will move the roadway away from the residential area, taking a portion of the pasture.

Utilities:

Power - Portland General Electric
Gas - Northwest Natural Gas Company
Communications - Continental Telephone Company
Water - Mount Scott Water District
Sewer - None

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Exact amount is not known at this time. The taking is expected to be from an open pasture. No structures will be involved.

2. Estimated Impact on Traffic Patterns: Improved safety to all roadway users.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: No residential relocation required. No expected impact on existing land use trends. A small amount of agricultural land will be put into roadway use.

Consequences:

4. Expected Impact on Natural Ecological Resources: None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

May require Cultural Resource Survey.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans The project will not affect existing air quality. An indirect source permit is not required.

b. Noise Standards The roadway will be moved slightly further away from existing receptors. No traffic noise increase due to this project. This constitutes the FHPM 7-7-3 noise study report.

c. Water Quality Standards No change is anticipated.

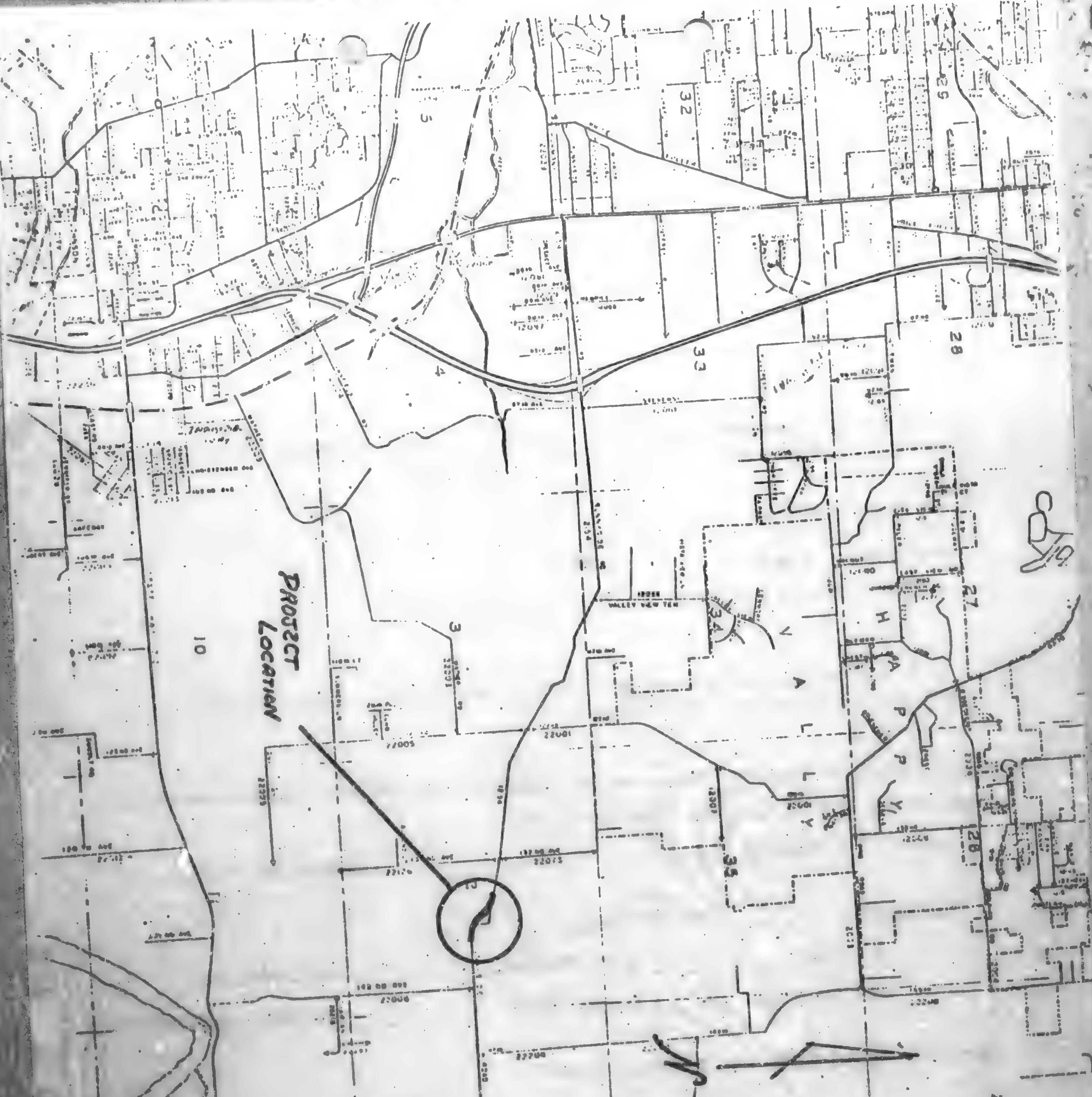
d. Area Land Use and Transportation Plans, and Zoning Consistent with area land use and comprehensive planning.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 x___ 3 ____ 4


PROJECT LOCATION
HAPPY VALLEY
VALLEY VIEW TER
N
32
25
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28
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27
35
26
13
32
25

Form FHWA 121 (Rev. 5-73)

9072

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

2

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: December 1, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No M-9718(-)
"S" Curve between 132nd Avenue
and 142nd Avenue
Sunnyside Road
Clackamas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTE

The subject project assessment submitted with Mr. Wimer's November 15, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non major action. We also concur with your traffic noise anaylsis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 1, Markham)

RECEIVED
TECHNICAL SERVICES
DEC 7 '77
REFER TO
Wimer
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1072

2

Sunnyside Rd
SE 132nd - SE 142nd

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the December 15 meeting will be six requests for approval of Urban System projects.

La Grande is requesting a $200,640 project to acquire right-of-way and relocate utilities for a future project to reconstruct the 2nd Street Viaduct.

Salem is requesting two projects totaling $26,000 for improvement of Pringle Road and Madrona Avenue.

Three projects totaling $1,024,200 for street improvements on Harmony Road and Sunnyside Road are being requested by Clackamas County.

Federal Urban System funds for these projects are estimated at $1,075,720 with the State providing approximately $87,560 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
J. H. Versteeg
E. L. Hardt
V. E. Skoog
John Sheldrake
W. E. Schwartz
D. N. Harwell
R. N. Bothman
George Bell

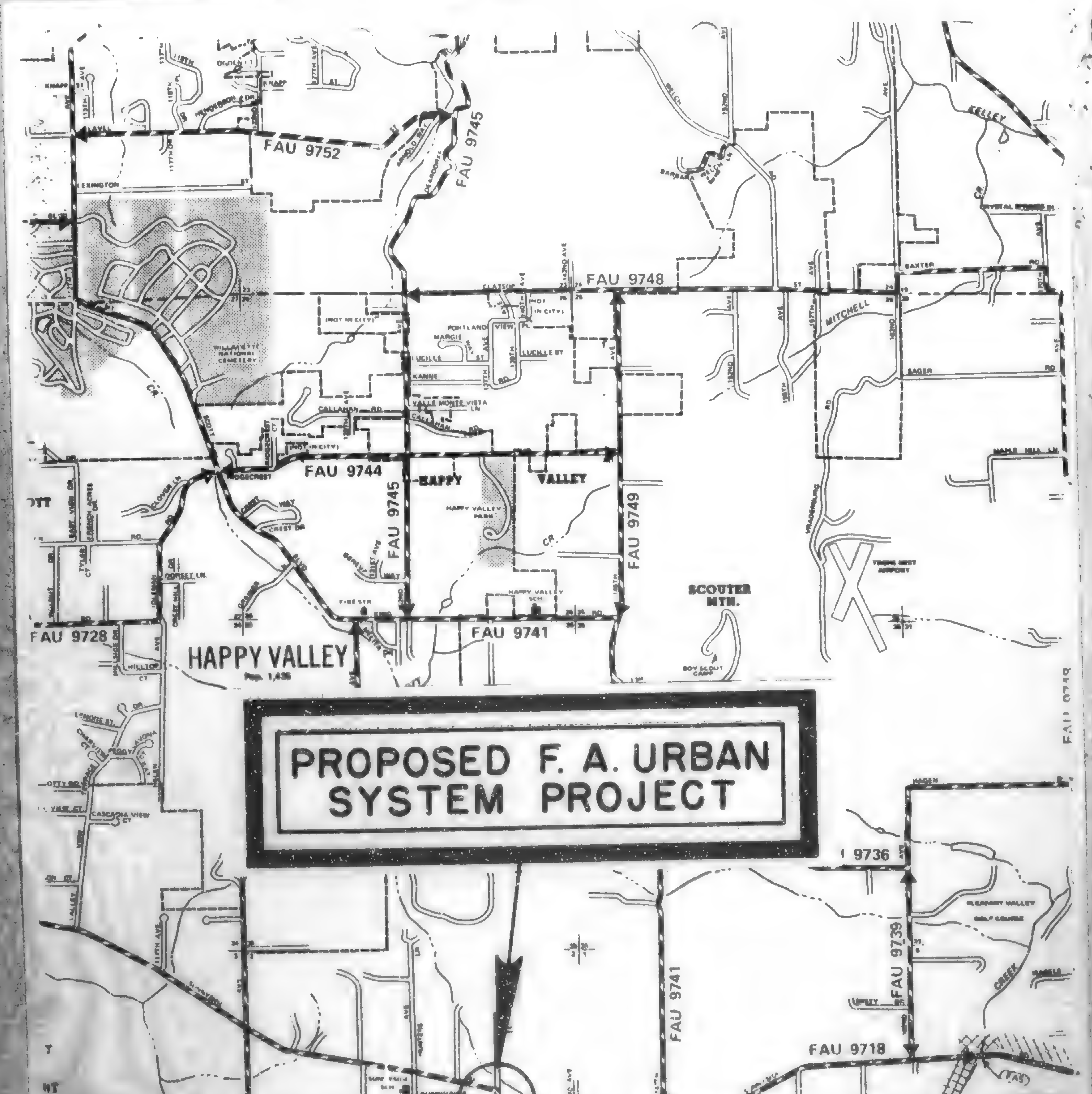
CLACKAMAS COUNTY
Proposed Urban System Project

S.E. 132nd Avenue - S.E. 142nd Avenue Section
Sunnyside Road, FAU 9718
Grade, Pave, Sign and Stripe
0.28 miles
$142,000

This project entails all the work and costs to realign an existing "S" curve to eliminate two short radius curves. Additional right-of-way is necessary and will be acquired as a part of the project.

County will perform the preliminary engineering. State will perform construction engineering.

77-j
12/1/77



PROPOSED F. A. URBAN SYSTEM PROJECT

9572

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section ~~"S" curve between~~ 132nd Avenue — ~~and~~ 142nd Avenue

County Clackamas

Highway Sunnyside Road

Termini: M.P.(if appl)

Region I

Date August 15, 1977

Unit (if appl)

City

State Hwy. No.

Length 0.28 MILE

Construction Estimate $142,000.00 (FAUS)
Program Amount

B. Purpose of Project:

To improve roadway alignment by removing a hazardous "S" curve west of 142nd Avenue

---

C. Origin & History of Project: Need for improvement is recognized by Public Works Forces. Funding is available from Federal Aid Urban Funds. There is a considerable accident history at this location.

D. General Description of Project: Realign and widen roadway in "S" curve section. Improve drainage. The project would eliminate two short radius curves and a short tangent between.

Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs partial; Parking Yes

Proposed: No. Lanes 2; Med. No; Shldrs. yes; Parking probably

Traffic: Existing Facility: Existing ADT 3,245; Projected ADT 5,500; Yr. 1985

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No

To be determined. (probably would not exceed 0.5 acres).
Acres________; Type of Relocation Req.__________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any: Material will be available from local commercial suppliers. Waste material will be dumped in a local dump sight, to be determined.

Type of Structure(s): None proposed.

Brief Description of River or Stream and Type of Involvement, if any: No involvement.

Local City, County or COG priorities of project: High priority for FAU funds in Clackamas County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No build option - present hazardous conditions would continue.

Other Descriptive Information or Comments: None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography: The topography in the area is characterized by steeply sloped hills, although the project itself is on a relatively flat terrain. Drainage is to the south into the Clackamas River. Vegetation consists of residential landscaping, orchard land, and open pasture.

2. Cultural: The project lies in a rural setting. Immediate land use is residential on the north side of Sunnyside Road and an open pasture and Filbert orchards on the south. The project will move the roadway away from the residential area, taking a portion of the pasture.

Utilities:

Power - Portland General Electric
Gas - Northwest Natural Gas Company
Communications - Continental Telephone Company
Water - Mount Scott Water District
Sewer - None

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Exact amount is not known at this time. The taking is expected to be from an open pasture. No structures will be involved.

2. Estimated Impact on Traffic Patterns: Improved safety to all roadway users.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: No residential relocation required. No expected impact on existing land use trends. A small amount of agricultural land will be put into roadway use.

Consequences:

4. Expected Impact on Natural Ecological Resources: None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: No significant impacts are expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans The project will not affect existing air quality. An indirect source permit is not required.

b. Noise Standards The roadway will be moved slightly further away from existing receptors.

c. Water Quality Standards No change is anticipated.

d. Area Land Use and Transportation Plans, and Zoning Consistent with area land use and comprehensive planning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

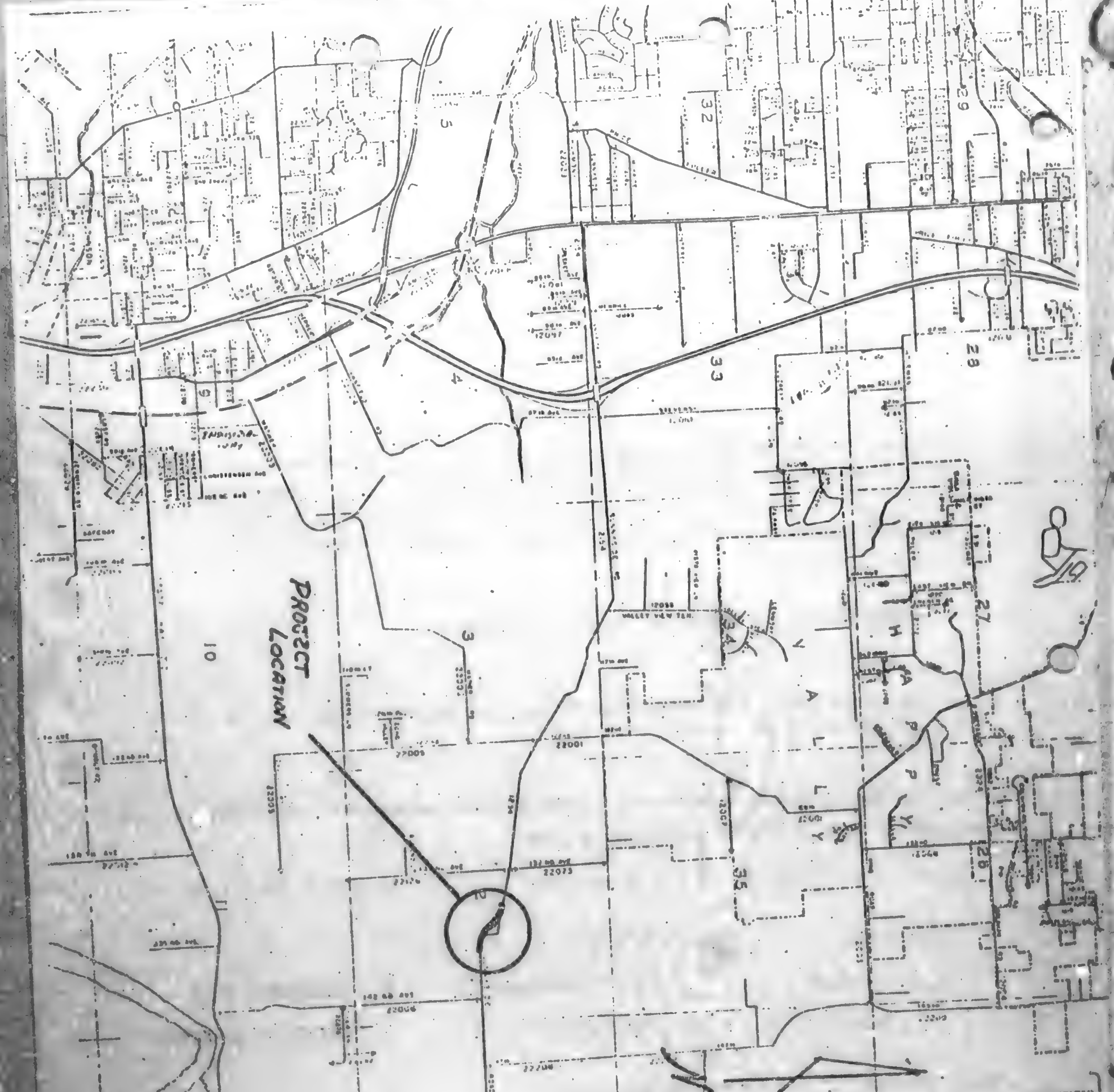
----NON-MAJOR ACTION-----

__x__ ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


PROJECT LOCATION
5
32
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34
HAPPY VALLEY
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26
36
25
19
N

9072

FEDERAL AID PROJECT REQUEST

Date August 15, 1977

Applicant Agency Clackamas County

Request for: E-System ___, FAS-C ___, FAUS X Project

Federal Aid Route No. 9713 Route Name Sunnyside Rd. East of 132nd

Project Name Sunnyside Road - "S" Curve Improvement

Project Length 0.28 Miles Project Location (Attach sketch map)

Project Description
Realign "S" curve area to eliminate two short radius curves and short tangent section between the curves

Average Daily Traffic 3,245 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20'/22' Travel Lanes 2 Shoulders 1 to 10 feet

Medians None Parking No Restriction

Sidewalks None

Remarks Some super elevation exists on current roadway

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes 2 @ 12' Shoulders 6 foot paved

Medians None Parking Probably

Curbed None Length Curb Radii None

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ___ No X

3. Will additional right-of-way be needed? Yes X No ___
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___, No ___
Remarks Additional right-of-way necessary to realign this portion of roadway.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? In Project

4. Permanent Striping:

Include in project or by applicant? In Project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location NONE

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location NONE

Approximate Size: Length Width

Are sidewalk/bikeways desired: NO

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NONE

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard L. Straight - Traffic Engineer Office
2.	Environmental	Bernard L. Straight - Traffic Engineer Office
3.	Public Hearing	Bernard I. Straight - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No X
If "yes," describe briefly: __________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 100,000.00
Right-of-way costs (if participating)	30,000.00
Traffic control	200.00
Illumination	-0-
Structures	-0-
Railroad	-0-
Other__________	-0-
Preliminary engineering	11,800.00
PROJECT TOTAL	$ 142,000.00

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Clackamas COUNTY

By__________ By__________

By__________ By Ralph Groener

By__________

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Sunnyside Road - "S" Curve Improvement Date 10/24/77

Highway Sunnyside Road East of 132nd County Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? Yes 2 ft
pavement width 28ft including shoulders

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

East end: 2 lanes, 28ft paved, 24ft travel with 2ft paved shoulders
West end: 2 lanes, 28ft paved, 24ft travel with 2ft paved shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

TRANSPORTATION IMPROVEMENT PROGRAM - OREGON

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

TABLE 6

IN FEDERAL ($000)

FEDERAL AID URBAN SYSTEM

CLACKAMAS COUNTY

PROJECT DESCRIPTION ESTIMATED FEDERAL EXPENDITURES BY OBLIGATION YEAR	PREV	1977	1978	1979	1980	1981	POST	TOTAL COST	DISTRIBUTION PORT'L	DISTRIBUTION REGION	OBLIGATED PORT'L	OBLIGATED REGION	MODIFIED #
61 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE)	0	0	122	0	0	0	0	122	0	122	0	0	*
62 STAFFORD ROAD-SOUTH SHORE TO I-205	0	0	0	111	250	1230	0	1599	0	1599	0	0	*
63 GLADSTONE SIGNAL-PORTLAND AVE AND GLOUCESTER	0	43	0	0	0	0	0	43	0	43	0	4	*
64 OSWEGO CREEK BRIDGE/APPROACHES - BRIDGE REPLACEMENT	0	112	0	1396	0	0	0	1508	0	1508	0	94	*
TOTAL	1576	624	725	3083	250	1230	0	7476	0	7476	0	1556	
ANNUAL FLE	1576	624	725					2925	0	2925			

Project Sunnyside Road "S" Curve Improvement

Agency Clackamas County Date Nov. 3, '77

Type of Project FAUS- Grade, Pave, curve realignment.

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(X)	(X)	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design	( )	( )	( )
Signal Design	( )	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	( )	(X)	( )
Relocate Utilities	( )	(X)	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	( )	(X)	( )

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	(X)
Maintenance After Completion - Roadway	( )	(X)	
Maintenance After Completion - Signals	( )	( )	
Power Consumption - Signals	( )	( )	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes ( ) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

2/77

9072

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utility Director

RICHARD L. DOPP
Development
Services
Administrator

September 30, 1977

MA PDM PDE TSE SPC
ODOT - METRO
OCT 3 1977
PPS FILE T/A

Mr. R. N. Bothman
Metropolitan Engineer
Department of Transportation
5821 N. E. Glisan St.
Portland, OR 97213

Attention: Jon Rose

Enclosed please find three Federal Aid Urban projects approved for preliminary engineering with the FY 78 funds.

One of the projects, the Sunnyside curve realignment, was also approved for construction.

Please review and, if satisfactory, forward for processing.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer

ro

Sunnyside Road 'S Curve improvement
Sunnyside Road - Stevens to 122nd
Harmony Rd. Safety Overlay - Lake Rd. - 82nd Dr.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

MA PDM PDE TSE SPC
ODOT - METRO

In the Matter of establishing Federal Aid Urban Transportation Project priorities in Clackamas County, Oregon.

ORDER NO 76 1445 OCT 3 1977

AM PPS FILE T/A

This Matter coming on before the Board of County Commissioners at this time as a result of Federal requirements that a Regional transportation Improvement Program be updated and considered by the Columbia Region Association of Governments before funding can be authorized, and

It further appearing to the Board that, as a result of this requirement all political jurisdictions in the Columbia Region Association of Governments have been asked to submit a formal Resolution concerning their Federal Aid Urban Highway priorities, now therefore

It is hereby resolved that the five-year transportation project priorities in Clackamas County, from 1977 to 1981, are as follows:

1. River Road - FAU 9671 - McLoughlin Blvd. (Gladstone) to McLoughlin Blvd. (Milwaukie)
2. Boones Ferry Rd. - FAU 9473 - Bryant Rd. to Interstate 5.
3. Lake Oswego Creek Bridge and approaches - FAU 9565.
4. Sunnyside Rd. - FAU 9718 - 97th Ave. to 122nd Ave.
5. Harmony Road - FAU 9702 - Lake Rd. to 82nd Ave.
6. Sunnyside Rd. "S" Curve - FAU 9718 - East of 132nd Ave.
7. Stafford Rd. - FAU 9559 - S. Shore Blvd. to Interstate 205.
8. Concord Rd. - FAU 9678 - River Rd. to Oatfield Rd.
9. Thiessen Rd. - FAU 9698 - Oatfield Rd. to Johnson Rd.
10. Price Fuller Rd. - FAU 9721 - Harmony Rd. to King Rd.
11. Johnson Creek Blvd. - FAU 9704 - 82nd Ave. to Harney Dr.
12. Johnson Creek Blvd. - FAU 9704 - Harney Dr. to 32nd Ave.
13. Linwood Ave. - FAU 9727 - King Rd. to Johnson Creek Rd.
14. Webster Rd. - FAU 9659 - Hwy. 224 to Oatfield Rd.
15. Boones Ferry Rd. - FAU 9473 - Country Club Road to Multnomah County Line.

DATED this 29th day of September, 1977.

BOARD OF COUNTY COMMISSIONERS

Chairman

AM PPS FILE T/A

This Matter coming on before the Board of County Commissioners at this time as a result of Federal requirements that a Regional transportation Improvement Program be updated and considered by the Columbia Region Association of Governments before funding can be authorized, and

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15. Boones Ferry Rd. - FAU 9473 - Country Club Road to Multnomah County Line.

DATED this 29th day of September 1977.

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

1979 Florida Ave.-Vermont Ave. 9073
Sec. N. Bend, Sheridan & Sherman
Ave. (Gr. pav. sign. & sig.) #2

9073

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
137701

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
9/15/83		CA 1797

CODE NØRTHBE

City of North Bend
City Hall
North Bend, OR 97459

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$ 5,889.23
306-1065	296	00	000		5,889.23
306-1065	295	00	000		(5,889.23)

DESCRIPTION	TOTAL PRICE
Final Settlement on M-2691(1), (2), and (3), Florida Ave.-Vermont Ave. Sec., Agreement #5629	
Total Project Cost	$517,373.32
Less: Federal Funds	(445,204.85)
Less: State Share of Project Cost	(36,084.24)
Less: Advance Deposit	(30,195.00)
AMOUNT DUE	$ 5,889.23

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
1983
MAN./ASSIST. ______ PROGRAM UNIT ______
REFER TO Zehner
FOR ______

Final Billing
A/C 110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Gary Zehner PH378-6011 FOR CORRECTNESS OF CHARGES

~~OR Diane Solida PH 378-5034 PREPARER OF INVOICE~~

734-1159 (7-81)

9073

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7-21-83

M-2691(1)&(2)

CITY: NORTH BEND AGREEMENT NO: 5629 PROJECT NO: M-TQM-2691(3)

CONTRACT NO: 9073 SECTION: Florida Ave.-Vermont Ave., Sheridan Ave.

PRELIMINARY ENGINEERING: Prefix No. 6-1912

Resident Engineer	$ 17,835.14
Final Design	10,843.97
R/W Descriptions	650.40
Soils & Geology	1,069.43
Signing	5,987.96
R/W Liaison	1,027.64
Utility Liaison	312.52
Reconnaissance & Hydrology	1,204.67
Program Section	480.61
Specifications	3,341.76
Administrative Services	59.71
Environmental Section	3,704.68
Planning	87.60
Training	263.44
Public Hearing	2,114.54
TOTAL PE COST	$ 48,984.07

RIGHT OF WAY: Prefix No. 306-2513

Land Cost	$ 56,540.00
Buildings & Equipment	8,000.00
Severance & Consequential Damages	3,310.00
Moving Buildings	750.00
Appraisals	13,164.46
Miscellaneous	2,767.10
Maintenance	121.49
Title Costs & Recording Fees	344.28
Negotiation Expense	2,247.85
Relocation	21.02
Land & Timber Sales	10.03
Legal	8,421.71
Legal Descriptions	85.33
Liaison & Relocation Plans	1,551.15
Program Section	146.28
Engineering	681.06
Training	12.74
TOTAL R/W COST	$ 98,174.50

CONSTRUCTION: Prefix No. 306-1065

Payment to Contractor	$296,036.42
Interest on Final Payment	110.23
SFO #1 Water System Revision by City	28,727.47
SFO #2 Pavement Striping	3,607.86
SFO #3 Removal of Curbs	1,804.96
Construction Engineering	38,317.27
Signing	127.13
Audit Expense	600.91
Program Section	125.19

Salem Lab		124.14
Technical Services		287.60
Construction Section		278.87
Training Course		66.70
TOTAL CONST. COST		$370,214.75

SUMMARY

Total P.E. Cost	$ 48,984.07	
Total R/W Cost	98,174.50	
Total Const. Cost	370,214.75	$517,373.32
Less Federal Funds:		
P.E.	$ 41,946.53	
R/W	78,937.55	
Const.	324,320.77	($445,204.85)
AMOUNT TO BE SHARED		$ 72,168.47

State Share: 50% of $72,168.47 = $36,084.24
City Share: 50% of $72,168.47 = $36.084.23

Less Advance Deposits:		
P.E.	$ 3,135.00	
R/W	3,560.00	
Const.	23,500.00	($ 30,195.00)
AMOUNT DUE FROM CITY		$ 5,889.23

7073

306-1065

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ 2nd Post FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-TQM-2691(3)

VOUCHER PERIOD

FROM 11/28/79

TO 5/4/81

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W32	$370,430.88	$367,794.02	88.18%	$324,320.77	$324,320.77	$ 0.00
124	225,543.88	225,374.26	88.18%	198,735.02	198,735.02	0.00
	$595,974.76	$593,168.28	88.18%	$523,055.79	$523,055.79	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal law, or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon

DATE: 4/25/83

SIGNATURE OF AUTHORIZED OFFICIAL: Controller

PROGRAM SECTION
ANAGER ______ PROJECT UNIT ______
JUL 8 1983
N. ASSIST. ______ PROGRAM UNIT ______
FER TO ______
R ______

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Florida Ave.-Vermont Ave. (North Bend)					
	N. Bound Oregon Coast Highway					
	Coos County					
	Construction					
	Type Code 6203					
	Roadway (Sheridan Ave. Sta. 127+95 To Sta. 147.60)					
	Final Contract Payment	Lump Sum			$496,332.21	
	W32 $293,751.69					
	124 202,580.52					
SFO	#1 Water system rearrangement (Coos Bay-North Bend Water Board)	All Required			28,727.47	
	W32 $28,727.47					
SFO	#2 Pavement Striping (State)	All Required			7,757.20	
	W32 $3,607.86					
	124 4,149.34					
SFO	#3 Removal of curbs (State)	All Required			1,800.59	
	W32 $1,800.59					
	Total Participating Construction				$534,617.47	
	Construction Engineering					
	State	All Required			57,912.~~74~~	65
	W32 $39,305.~~54~~ 50					
	124 18,607.~~20~~ 15					
	Misc. Project Cost					
	Audit Expense	All Required			638.16	
	W32 $600.91					
	124 37.25					
	Total Participating Construction				$593,168.~~37~~ 28	
	Nonparticipating Cost	All Required			167.02	
	Interest on Final Payment	Lump Sum			2,284.73	
	Final Contract Payment Summary	All Required			4.37	
SFO	#3 Removal of curbs (State)	All Required			350.~~27~~	36
	Construction Engineering (State)				$ 2,806.~~39~~	48
	Total Nonparticipating Cost				$595,974.76	
	Total Project Cost					
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

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                                                                                    FISCAL         GRAND TOTAL    ACTIVE YRS
   DESCRIPTION                 PREFIX  FUNCTION SUB F.  OR  CURRENT MONTH        YEAR TO DATE       TO DATE       BEG   END
                               306     1066     960     00 N 2 PERSONAL LEAVE                          111.34     80    80
                                                TOT     P1        1,656.90           1,656.90     [illegible]
                                                TOT     P2          870.10             870.10      225,374.26
                                                TOT     N1        1,656.90CR         1,656.90CR      2,636.86
                                                TOT     N2          870.10CR           870.10CR        169.62
                                             ** JOB TOTALS **             **                 **     595,974.76  **

                                                                                                                  STATE
HEMLOCK AVE-8TH TERRACE(COOS  CONT NO 9136 * FA PROJ NOS TGM 2641001 100
                              306     1066     201     00 P 1                                       240,308.95    80    81
                              306     1066     206     00 N 1                                            13.58    81    81
                              306     1066     270     01 P 1                                           394.68    80    80
                              306     1066     270     03 P 1       169.00             169.00           991.03    80    83
                              306     1066     270     03 N 1       169.00CR           169.00CR                   80    83
                              306     1066     270     04 P 1                                           596.25    80    81
                              306     1066     285     02 P 1                                           614.14    80    81
                              306     1066     295     00 N 9                                        15,741.00    81    82
                              306     1066     296     00 N 9                                       247,372.80CR  80    82
                              306     1066     298     00 N 9                                       231,631.80    80    81
                              306     1066     900     00 P 1                                        19,439.55    80    81
                              306     1066     900     00 N 1                                            11.45    80    80
                              306     1066     900     10 P 1                                            13.42    80    80
                              306     1066     915     00 P 1                                           137.73    80    81
                              306     1066     915     04 P 1                                           170.21    81    81
                              306     1066     920     00 P 1                                            68.51    80    80
                              306     1066     945     00 P 1                                            36.56    81    81
                              306     1066     948     00 N 1                                            56.54    81    81
                              306     1066     985     00 P 1                                            78.62    80    80
                                               TOT     P1           169.00             169.00       262,849.65
                                               TOT     N1           169.00CR           169.00CR          81.57
                                            ** JOB TOTALS **             **                 **      262,931.22  **

                                                                                                                  STATE
NEWMARK AVE - OCEAN BLVD      CONT NO 9137 * FA PROJ NOS M   2741002  85 TGM 2741002  15
                              306     1067     201     00 P 1                                       103,481.02    80    81
                              306     1067     206     00 N 1                                            29.84    81    81
                              306     1067     270     02 P 1                                           113.82    80    80
                              306     1067     270     03 P 1                                           138.41    80    80
                              306     1067     270     03 P 2                                            16.11    80    80
                              306     1067     295     00 N 9                                         6,798.78    81    82
                              306     1067     296     00 N 9                                       107,448.71CR  80    82
                              306     1067     298     00 N 9                                       100,649.93    80    81
                              306     1067     900     00 P 1                                         9,261.57    80    81
                              306     1067     900     00 P 2                                           956.37    80    81
                              306     1067     900     00 N 1                                            45.29    80    80
                              306     1067     900     00 N 2                                             1.07    80    80
                              306     1067     900     10 P 1                                            11.11    80    80
                              306     1067     900     10 P 2                                             1.97    80    80
                              306     1067     920     00 P 1                                            98.24    80    80
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        SUMMARY - EXPENDITURES & LEDGERS                              MARCH 1983        PAGE  239

                                                                         FISCAL        GRAND TOTAL     ACTIVE YRS
DESCRIPTION            PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE       BEG    END
                        306    1094     915     00 P 1                                        75.21     81     81
                        306    1094     920     00 P 1                                        46.92     80     80
                        306    1094     940     00 P 1                                       134.16     81     81
                        306    1094     941     00 P 1                                         1.99     81     81
                        306    1094     946     00 P 1                                       359.96     81     81
                        306    1094     948     00 P 1                                         7.08     81     81
                                        TOT        P1                                    146,294.87
                                    ** JOB TOTALS **                  **               **  146,294.87 **

                                                                                                   STATE
FLORIDA AVE-VERMONT-N BEND   CONT NO 9073 * FA PROJ NOS M  2691003  66 TUM 2691003  34
                        306    1065     201     00 P 1 Payment to contractor           203,751.69 ✓  30     81
                        306    1065     201     00 P 2   "        "       "            202,580.52    80     81
                        306    1065     201     00 N 1                                   2,284.73 ✓  80     81
                        306    1065     206     00 N 1 Interest on Final Payment           110.23 ✓  81     81
                        306    1065     206     00 N 2    "      "    "     "               56.79    81     81
                        306    1065     220     03 P 1 SFO#3                             1,800.59 ✓  80     81
                        306    1065     220     03 N 1   "                                   4.37 ✓  80     80
                        306    1065     270     02 P 1 SFO#2   23.40          23.40      3,607.82 ✓  80     83
                        306    1065     270     02 P 2   "     28.60          28.60      4,149.29    80     83
                        306    1065     270     02 N 1   "     23.40CR        23.40CR         .04 ✓  80     83
                        306    1065     270     02 N 2   "     28.60CR        28.60CR         .05    80     83
                        306    1065     285     01 P 1 SFO#1                            28,727.47 ✓  81     81
                        306    1065     295     00 N 9 TRANSFER CITY                    18,800.00    81     81
                        306    1065     296     00 N 9   "      STATE                  539,627.48CR  80     82
                        306    1065     298     00 N 9   "      FED.                   520,827.48    80     82
                        306    1065     900     00 P 1 CON. EN. 1,633.50    1,633.50    38,270.36 ✓  80     83
                        306    1065     900     00 P 2  "   "     841.50      841.50    18,182.12    80     83
                        306    1065     900     00 N 1  "   "   1,633.50CR  1,633.50CR      21.36 ✓  80     83
                        306    1065     900     00 N 2  "   "     841.50CR    841.50CR       1.44    80     83
                        306    1065     911     00 P 1 SIGNING                             127.13 ✓  81     81
                        306    1065     911     00 P 2   "                                  65.50    81     81
                        306    1065     915     00 P 1 AUDIT                                63.44 ✓  81     81
                        306    1065     915     00 P 2   "                                  32.68    81     81
                        306    1065     915     01 P 1   "                                 637.47 ✓  81     81
                        306    1065     915     01 P 2   "                                   4.57    81     81
                        306    1065     920     00 P 1 PROGRAM SEC.                        196.19 ✓  80     80
                        306    1065     920     00 P 2                                      64.48    80     80
                        306    1065     940     00 P 1 SALEM LAB                           194.14 ✓  81     81
                        306    1065     940     00 P 2   "     "                            63.94    81     81
                        306    1065     944     00 P 1 TECHNICAL SERV.                     387.60 ✓  81     81
                        306    1065     944     00 P 2   "        "                         46.45    81     81
                        306    1065     945     00 P 1 CONST. SEC.                         278.87 ✓  81     81
                        306    1065     945     00 P 2                                     143.66    81     81
                        306    1065     948     00 P 1 TOT. CONST. ENGR.                    66.58 ✓  81     91
                        306    1065     948     00 P 2                                       6.70    81     81
                        306    1065     950     00 P 1 TRAINING COURSE                      66.70 ✓  80     80
                        306    1065     950     00 P 2   "       "                          34.35    80     80
                        306    1065     960     00 N 1 PERSONAL LEAVE                      814.18 ✓  80     80
```

9073

(MEMORANDUM)

306-2513

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-1-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD
FROM 5/15/78
TO 1/31/83

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

H-2691(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$96,174.50	$92,033.99	85.77%	$78,937.55	$78,937.55	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 3/2/83

PASSED FOR PAYMENT
BY DATE Controller

REMARKS

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

[illegible]3A
(Rev. 9-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Florida Ave.-Vermont Ave. Sect. Coos County					
	Type Code ROWA Right of Way (Sta. 122+00 To Sta. 149+00)					
	Right of Way	All	Required		$68,600.00	
	Total R/W Costs				$68,600.00	
	Acquisition Expense					
	State	All	Required		23,433.59	
	Total Participating Cost				$92,033.59	
	Nonparticipating Item					
	Acquisition Expense	All	Required		6,140.71	
	Total Cost				$98,174.30	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/10/83					
	Participating Costs are for ROWA actually incorporated in the final project, and all costs have been previously certified by the Right of Way Engineer.					
	Right of Way plans were approved by FHWA 2/1[illegible]					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         FEBRUARY 1983      PAGE 1070
                                                                                      FISCAL          GRAND TOTAL
     DESCRIPTION                     PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH   YEAR TO DATE       TO DATE

                                                                                                                  STATE
FLORIDA AVE-VMT AVE (N BEND)  CONT NO     * FA PROJ NOS M   2691002 100
                              306    2513       296      00 N 9              18.38CR         188.26CR       78,937.55CR
                              306    2513       298      00 N 9              18.38           188.26         78,937.55
                              306    2513       401      00 P 1 Land Cost                                   56,540.00
                              306    2513       403      00 P 1 Buildings & Equipment                        8,000.00
                              306    2513       405      00 P 1 Severance & consequential damages             3,310.00
                              306    2513       406      00 P 1 MovemBuildings                                  750.00
                              306    2513       407      00 P 1 appraisals                                  13,164.46
                              306    2513       409      00 P 1 Miscellaneous                                2,767.10
                              306    2513       411      00 P 1 Maintenance                                    121.49
                              306    2513       412      00 P 1 Title costs & Recording Fees   71.58            344.28
                              306    2513       414      00 P 1 Negotiation Expense                          2,240.34
                              306    2513       414      00 N 1    "            "                                7.51
                              306    2513       415      00 P 1 Relocation                                      21.02
                              306    2513       419      00 P 1 Land & Timber Sales            10.03             10.03
                              306    2513       426      00 P 1 Legal                                        2,288.71
                              306    2513       426      00 N 1   "                                          6,133.00
                              306    2513       909      00 P 1 Legal description              85.33             85.33
                              306    2513       913      00 P 1 Liaison & Relocation Plans                   1,551.15
                              306    2513       920      00 P 1 Program Section                                146.28
                              306    2513       930      00 P 1 Engineering                    54.51            681.06
                              306    2513       950      00 P 1 Training                                        12.74
                                                TOT      P1                                   221.45         92,033.99
                                                TOT      N1                                                   6,140.51
                                          ** JOB TOTALS **                      **            221.45  **     98,174.50  **

                                                                                                                  STATE
DESCHUTES PLACE-LAFAYETTE AVE CONT NO       FA PROJ NOS M   3225003 100
                              309    2507       296      00 N 9                          228,442.80CR      228,442.80CR
                              309    2507       298      00 N 9                          228,442.80        228,442.80
                              309    2507       414      00 P 1               20.96             40.45             50.04
                              309    2507       903      00 P 1                              18,025.00        278,905.85
                              309    2507       920      00 P 1                                  16.95             16.95
                              309    2507       930      00 P 1                                 160.00            215.66
                                                TOT      P1                   20.96          18,242.40        279,188.50
                                          ** JOB TOTALS **                    20.96  **      18,242.40  **    279,188.50  **

                                                                                                                  STATE
                          CONT NO           FA PROJ NOS
                              315    2515       296      00 N 9                                                    34.41CR
                              315    2515       299      00 N 9                                                    34.41
                                          ** JOB TOTALS **                           **                 **                 **

                                                                                                                  STATE
HIMER ST, ASHLAND         CONT NO           FA PROJ NOS M   3920002 100
                              315    2519       296      00 N 9                                                11,154.00CR
                              315    2519       298      00 N 9                                                11,154.00
                              315    2519       401      00 P 1                                                 5,375.00
```

FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
224-2523 1 M -1705-006 APPR-W32	846,240.00	921,137.95	921,063.78	88.15	811,908.91	811,747.73		161.18
224-2526 1* RS -A590-002 APPR-075	27,700.50	31,424.28	31,424.28	88.15	27,700.50	27,700.50		
225-2505 1* SOS -2500-002 APPR-680	101.05	279.41	117.77	85.80	101.05	101.05		
230-2513 1* SOS -3000-002 APPR-680	4,186.23	4,880.76	4,880.76	85.77	4,186.23	4,186.23		
234-2527 1 BROS-3400-007 APPR-117	4,000.00	1,365.44	1,365.44	80.00	1,092.35	1,092.35		
234-2529 1 XI -9282-003 APPR-823	199,750.00	238,145.64	236,141.79	85.00	200,720.52	199,750.00	970.52 B	
2 X10 -9282-003 APPR-772	131,750.00	150,942.91	150,942.91	85.00	128,301.47	128,301.47		
234-2529 PREFIX TOTALS	331,500.00	389,088.55	387,084.70		329,021.99	328,051.47	970.52	
234-2537 1 X10 -9326-009 APPR-772	255,000.00	111,935.54	111,550.86	85.00	94,818.23	94,787.93		30.30
236-2515 1 RRO -000S-037 APPR-685	12,654.00	10,882.74	10,882.08	90.00	9,793.87	9,793.87		
236-2516 1 SOS -3600-001 APPR-680	4,280.00	3,675.13	3,675.13	85.77	3,152.16	3,152.16		
302-2507 1 M -2110-003 APPR-W32	154,700.00	311,602.96	171,406.25	81.80	140,210.31	140,210.31		
302-2508 1* M -2120-002 APPR-W32	11,928.17	15,727.07	13,527.07	88.18	11,928.17	11,928.17		
303-2528 1 XI -9665-008 APPR-823	24,918.91	30,211.89	30,057.73	85.00	25,549.07	24,918.91	630.16 B	
303-2531 1 X10 -9714-005 APPR-772	43,350.00	25,238.08	25,219.63	85.00	21,436.69	21,436.69		
303-2532 1 X10 -9665-009 APPR-772	34,000.00	62,375.12	52,460.84	85.00	44,591.71	34,000.00	10,591.71 B	
303-2534 1 X10 -9659-009 APPR-772	7,990.00	8,568.85	8,568.85	85.00	7,283.52	7,283.52		
2 XI -9659-009 APPR-823	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-2534 PREFIX TOTALS	20,145.00	22,868.85	22,868.85		19,438.52	19,438.52		
303-2537 1 X10 -9473-003 APPR-772	450,500.00	16,441.67	16,441.67	85.00	13,975.42	13,781.36		194.06
2 X10 -9473-003 APPR-580	70,833.00			85.00				
303-2537 PREFIX TOTALS	521,333.00	16,441.67	16,441.67		13,975.42	13,781.36		194.06
306-2513 1 M -2641-002 APPR-W32	78,937.55	98,179.50	92,033.99	85.77	78,937.55	78,937.55		
309-2507 1 M -3225-003 APPR-W32	260,218.00	279,346.33	279,346.33	81.83	228,589.10	228,587.14		1.96
315-2519 1 M -3920-002 APPR-W32	11,154.00	13,680.37	13,637.09	85.80	11,700.62	11,154.00	546.62 B	
315-2523 1 M -3920-004 APPR-W32	142,800.00	139,816.23	138,526.39	88.15	122,111.01	122,111.01		

STATE COPY

1573

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 4-28-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-TQM-2691(3)
COMPLETION DATE 10-28-80	ACCEPTANCE DATE BY CONTRACT AGENCY 3-6-81	TIME ELAPSED 100 %	CONTRACT TIME 250 C.D.
APPROVED EXTENSIONS None	LOCATION City Street, Florida Avenue-Vermont Avenue in the City of North Bend		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FLORIDA AVE.-VERMONT AVE. (NORTH BEND) SECTION
FAU 2691 (SHERIDAN AVE.)
Grading, Paving, Signing & Signals

Work completed under this project consisted of grading, drainage, and high-type pavement on Sheridan Avenue and Sherman Avenue (one-way couplet) and the installation of multiphase traffic signals at the intersections of Florida Avenue at Sherman Avenue, and Sheridan Avenue at Virginia Avenue in the City of North Bend.

A contract in the amount of $512,903.50 was awarded Johnson Rock Products, Inc., North Bend, Oregon, on January 29, 1980. Work began on February 28, 1980 and was completed in reasonably close conformance with the approved plans and specifications on October 28, 1980 at a final estimated cost of $589,291.53 which includes $477,523.47 for bid items, $21,093.47 for approved changes, $35,830.06 for State Force Work, and $54,844.53 for engineering.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the specification requirements.

RECEIVED
STATE HWY ENGR
MAY 5 '81
REFER TO Beaver
FOR
Info
In/res
R/D
D/R
Sign
Act
File

[illegible] 5-5-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 4-29-81	TITLE Field Operations Engineer — DATE

FORM FHWA-1446 E (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9073

L.

March 18, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 3
#9073

Gentlemen:

On March 11, 1981, we wrote to you concerning release of final payment on Contract No. 9073 awarded to Johnson Rock Products, Inc. for work on the Florida Avenue-Vermont Avenue (North Bend) Section of FAU 2691 (Oregon Coast) in Coos County.

Final payment on this contract is $7,138.18 and the total contract amount is $498,416.94. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jm
cc: Johnson Rock Products, Inc.
P. O. Box [illegible]
North Bend, OR 97459

bc: C. T. Massey
Walt Hart
A. Shirley

9073

File

3 - 81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9073

L

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2691(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Coos
3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80400
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/9/81
8. FEDERAL ROUTE NUMBER FAU 2691
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: Florida Avenue - Vermont Avenue (North Bend)
11. GENERAL DESCRIPTION OF WORK Revised actual costs for utility
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 3/6/81 I approve the revised TEC for Coos Bay - North Bend Water Board to $28,727.47 - Federal Funds $25,323.00.

(Increase TEC $11,282.47 - Federal Funds $9,946.00)

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO Maehring
FOR

Orig to: 3-20-81

14. DATE 3/9/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#7-73

L.

ROW 18-4

March 6, 1981

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 9 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Eernest J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Final Relocation Costs
Water Facility Relocation
Coos Bay-North Bend Water Board
Florida Ave.-Vermont Ave. (North Bend) Section
Sheridan Avenue
Coos County
Project No. M-2691(3)

Here is a copy of Coos Bay-North Bend Water Board's Invoice No. 6653, dated October 30, 1980 which covers the final cost of relocation of water facilities in conflict with this project.

Final cost of the water facility relocation is $28,727.47. The estimated cost of the relocation work, as approved by your PR-1240 dated January 14, 1980 was $17,445. The final cost of relocation exceeds the estimated cost by $11,282.47 or 64.67%.

After the Pre-construction Conferece for the project, the Water Board found that additional work, beyond that originally planned would be required to clear the conflict between their facilities and the proposed construction. The Water Board submitted revised estimates and an explanation on March 11, 1980. Since an eligibility date had already been established, the State decided to wait until the relocation work was complete to submit the revised estimates. The Water Board's revised estimates reflected a total relocation cost of $33,519. A copy of the Water Board's revised estimate and explanation is attached.

It is the State's opinion that all of the water facility relocation work was justified and that the Water Board is entitled to full reimbursement for their relocation work.

Your approval of the final actual cost of relocation of the Water Board's water facililities is requested under the provisions of FPM 30-4. Actual cost to the State is $28,727.47.

DES/JMC/VLS

cc: E. S. Hunter ✓ Jack M. Cartwright J. Christopherson
Rich Evans

9073

Coos/N Bend

ROAD DESIGN SECTION

DES 16-1

F. D. Morrison
Resident Engineer

December 31, 1980

W. E. Cole
Design Engineer Supervisor

Florida Avenue-Vermont Avenue
Sheridan Avenue
Coos County
Contract No. 9073

This letter acknowledges receipt of your narrative report on the subject project.

We are pleased to note that you added sequential arrow signs during the project and effected a net savings of $11,000 in flagging costs.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ja

9073

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Florida Ave.-Vermont Ave. (North Bend)

WEEK ENDING: December 13, 1980 Final Report

SECTION PREFIX: 306-1056

HIGHWAY: FAU 2691 (Sherman)

COUNTY: Coos

NAME OF JOB: Florida Ave.-Vermont Ave.(North Bend)

KIND OF WORK: Grading, Paving, Signing, and Signals

CONTRACTOR: Johnson Rock Products, Inc.

CONTRACT NUMBER: 9073

FEDERAL AID PROJECT NUMBER: M-TQM-2691(3)

DATE OF CONTRACT: January 29, 1980

DATE WORK STARTED: February 26, 1980

ESTIMATED COMPLETION DATE: October 28, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 250

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $619,872.88

EXCLUSIVE OF ENGINEERING: $570,719.44

ENGINEERING AUTHORIZATION: $49,152.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $524,603.76

ENGINEERING COST TO DATE: Update $50,624.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED PERCENT: UNDERRUN 8 %

PERCENT OF AUTHORIZATION: 103 %

DATE PROJECT WAS COMPLETED: October 28, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.55				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.55				7,230
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,721				6,800
TOTAL QUANTITIES CORRECTED TO DATE	7,995				6,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,995				0
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Fair	0		
MONDAY 8	Fair	0		
TUESDAY 9	Fair	0		Semi-Final Estimate submitted to Region Office today.
WEDNESDAY 10	Fair	0		
THURSDAY 11	Fair	0		
FRIDAY 12	Fair	0		
SATURDAY 13				

RECEIVED
DEC 15 1980
CONSTRUCTION
BRANCH

Kessey
Jackmo
William
Johnson
Glenn
Richards
Berg
Wids
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	
MONDAY 8	Project completed.
TUESDAY 9	Semi*final Estimate submitted to Region Office today.
WEDNESDAY 10	
THURSDAY 11	
FRIDAY 12	
SATURDAY 13	

REMARKS

The Project is completed. The Semi-Final Estimate was submitted to the Region Office on 12-09-80. This is the Final Weekly Report.

SIGNED H. D. Monson LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP-P216

9673

ROW

[illegible] (3)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 16, 1980

In Reply Refer to
File No.:

Alfred Roth
City Administrator
City of North Bend
North Bend, Oregon 97459

RE: Florida Avenue-Vermont
Avenue Section
Sheridan Avenue
North Bend

Dear Mr. Roth:

I have made a complete review of the Right of Way funding for this project and have discovered that an error has been made in the method of allocating costs. In Adele Egan's letter of September 8, she indicated that attorney fees and court costs for the Boresek and Widick cases were nonparticipating, and would have to be paid by the City. This was based on our current Federal-aid guidelines concerning State participation in Federal-aid projects. However, in reviewing the Construction Finance Agreement for this project that was signed in 1976, I have determined that a different allocation procedure was used. The Agreement that covers this project calls for the City and State to contribute equally to all nonparticipating project costs.

Under these conditions half of the court costs and attorney fees will be reimbursed by the State. Since the City did not include nonparticipating charges in their advance deposit, the City will have to make a direct payment to the court for the other half of these charges.

Our records indicate that there are still three outstanding Right of Way items to be paid on this project. These include the attorney fees charged by City Attorney Robert Thomas on the Boresek/Widick cases. As soon as we receive the necessary information from Mr. Thomas, we will submit a claim to the Federal Highway Administration. If FHWA does not agree to participate in these charges they also will be classed as nonparticipating and will be split 50/50 between the City and State.

The other two remaining Right of Way items to be paid are the settlements on the Johnson and Cutlip properties. I assume both of these settlements will follow FHWA procedures and will be classified as participating. Under these circumstances the City will only pay 7% of the cost.

If you have any questions please call me.

Very truly yours,

Rod Henry

Rod Henry, Assistant
Right of Way Manager

RH:jh

cc: Buz Swan
Neil Flanagan
Adele Egan

Form 734-3122

9073

ROW

Rod Henry
Asst. R/W Manager

October 13, 1980

D. E. Swan
Operation Programming Engineer

Payment of Non-Part. R/W Costs
Florida Ave.-Vermont Ave. Sec.
Sheridan Ave., North Bend

The FAU Agreement for subject project calls for State and City to each pay 50 percent of the difference between total costs and federal funds. Any costs in which FHWA does not participate will be shared equally by State and City.

The City submitted an advance deposit for their share of R/W based on an estimate of $50,000 total R/W Cost. The City has incurred costs which will not be subject to federal reimbursement and these costs will be shared 50-50. City should be reimbursed for only 50 percent of these non-participating costs since their advance deposit did not include any non-participating costs.

GEZ:pf

cc: Highway Accounting

#9073

MEMO TO THE FILE

FLORIDA AVE. - Vermont Ave.
Oregon Coast Highway
Coos County

Contract No. 9073
FAP: M-TQM-2691(3)

To Whom it May Concern:

On September 19, 1980, I met with Mr. Dick Grant, ILWU in North Bend. We went to the ILWU parking lot and discussed what they requested that we do.

First, they would like to have the parking lot cleaned up. I told Mr. Grant that we would do this.

Second he would like to have another access into the parking lot. We discussed this request and settled on one access into the parking lot of 30 feet in width. This access would be located where the one existing access is. We will widen this approach both directions.

I also informed Mr. Grant that we would seed and mulch the area behind the sidewalk on Sheridan Ave. as well as the area above the parking lot where the north bound traffic used to travel.

These items satisfied Mr. Grant, but he asked when this work would be completed. I told him it should all be done before the end of October, 1980.

I told Mr. Grant that I would contact him after this work was completed to see if he was satisfied, which he agreed to do. The meeting was adjourned at 10:00 A. M.

CC: Region Office ✓

F. D. Morrison
F. D. Morrison, Res. Engr.

CC: L. Rulien ✓

RECEIVED
STATE HWY ENGR
SEP 24 '80
REFER TO
FOR

Info	Invest.	R/D	D/R	Sign	Act	File

ROSEBURG REGION
RECEIVED
SEP 19 1980

RE	RME	[illegible]	ROE	TE
RUE	DES	RSR	RPR	FILE
GEO.	FAE	RBI	AA	

9073

STATE OF OREGON

INTEROFFICE MEMO

TO: F. D. Morrison
Resident Engineer

DATE:

FROM: JAMES J. GIX
ORIGINAL SIGNED BY JAMES J. GIX
Regional Construction Engineer

NOTED
H. S. COULTER

SUBJECT: I.L.W.U. Parking Lot
Florida Ave.-Vermont Ave. (North Bend)
Coos County
Contract No. 9073

This will confirm our discussions and our plans to clean up the International Longshoreman Union's parking lot in North Bend. The contractor will be given a contract change order to build a new road approach to city's standards near the easterly end of Washington St. The exact location will be worked out with Mr. D. Grant. After feathering the new approach to the parking lot, the contractor will complete clean-up to your satisfaction.

State crews will monitor the storm drain at the N.E. corner of the parking lot to assure that it handles all run-off. If the drain proves to be inadequate, the state will make necessary modifications to make it usable.

jjg/cw

cc L. W. Rulien
D. Grant, I.L.W.U.
B. E. Brown
Al Roth, City of North Bend

9-12 cy
Coulter
Klahr
Info

RECEIVED
STATE HWY ENGR
SEP 11 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-138-1997

75883-12

#9073

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6666~~ 440-3399

June 5, 1980

In Reply Refer to
File No.: CON 5

Gary D. Rossi
Attorney at Law
405 North Fifth Street
P. O. Box 690
Coos Bay OR 97420

Dear Mr. Rossi:

Your letter of May 28 addressed to the Department of Transportation in Salem has been referred to this office for a reply.

The State Highway Division had requested from the City of North Bend that a no parking resolution be enacted in only those areas where the contractor is working on the project, the Sherman-Sheridan couplet. This would make it possible to carry on his work with the minimum disturbance.

The parking restriction would be needed only during the construction activities.

I hope this satisfies all of your client's desires. There was no intention to restrict parking in front of Ashworth's Market.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
JUN 6 '80
REFER TO
FOR

Info	[illegible]	R/O	D/R	Sign	Act	File

Form 734-3182

CON 21

June 5, 1980

Mr. Gary D. Rossi
Rossi, Lesan & Johansen
Attorneys at Law
405 North Fifth Street
Coos Bay, OR 97420

Dear Mr. Rossi:

North Bend Intertie
Sherman - Sheridan Avenues

It is my understanding that no permanent prohibition of parking at Ashworth's Market is proposed, but something is necessary in order to facilitate the construction project. Our Region Engineer in Roseburg, Alfred Shirley, will be in contact with you regarding this concern.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:jh

cc: C. T. Keasey
Alfred Shirley, Jr.

NOTED
F. B. KLABOE

ROSSI, LESAN & JOHANSEN
ATTORNEYS AT LAW
405 NORTH FIFTH STREET
COOS BAY, OREGON 97420

GARY D. ROSSI
JERRY O. LESAN
KIRK JOHANSEN
LAWRENCE F. FINNERAN

P. O. BOX 690
TELEPHONE (503) 269-5565

May 28, 1980

RECEIVED
STATE HWY ENGR
MAY 29 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Department of Transportation
135 State Highway Building
Salem, OR 97310

Re: North Bend Intertie
Sherman - Sheridan Avenues

Gentlemen:

I am writing as attorney for Mrs. Cloe Ashworth the owner of "Ashworth's Market" located at 1585 Sherman Avenue, North Bend, Oregon.

The Highway Division is in the process of constructing an intertie system through North Bend utilizing Sherman and Sheridan Avenues as one-way grids. Within the last two weeks, a decision has been made by the Highway Division to eliminate street parking on Sherman Avenue between Colorado and Montana Streets. My client's commercial property lies within this proposed no parking zone.

Ashworth's Market has existed in its present location since the 1940's and relies exclusively upon street parking for its customers use. In the event such parking is eliminated, the market will be effectively closed down.

My information is that after the original public hearing on this matter, it was the Highway Division's position that there would be no parking change except at the site of the connecting intertie of Sherman and Sheridan. It is also my information that the North Bend City Council is opposed to the new parking restrictions.

Please bring my client's concerns to the persons responsible for this change and inform me as to whom I should direct further correspondence.

Very truly yours,

Gary D. Rossi

GDR/pat
cc: City of North Bend
Public Works Department

Highway Division
Roseburg, Oregon

RECEIVED
DOT DIRECTOR
MAY 29 '80
REFER TO
Courtney
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

9073

6-1912

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-19-80

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement) Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

STATE Oregon

VOUCHER PERIOD FROM 2-17-76 TO 11-28-79

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-2691(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$46,123.07	$4[illegible].78	95.00%	$41,946.53	$41,946.53	$ 0.00

RECEIVED DIVISION OFFICE Oregon
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE 3/12/80

PASSED FOR PAYMENT
E.S. Shoop, Controller

REMARKS

P.E.

$ 0.00

FORM PR-20A
(Rev. 6-72)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Sherman-Sheridan Ave.-Couplet (North Bend) Section					
	Coos County					
	Preliminary Engineering Type Code P.E. State	All Required			$48,888.73	
	Total Participating Items				$48,888.73	
	Nonparticipating Items Preliminary Engineering-State	All Required			234.34	
	Total Project Costs				$49,123.07	
	Prepared based on participating costs as shown on Federal Billing as of 3/27/80.					
	AMOUNT CARRIED FORWARD					

	006	1906	923	00	N 1		70.50	156.54
	006	1906	926	00	P 1			2,501.79
	006	1906	980	00	P 1	1,623.41	6,671.41	9,417.88
	006	1906	980	00	P 2		4,650.30	4,650.30
	006	1906	980	00	N 1		54.38	54.38
			TOT		P1	1,846.22	4,274.28	38,163.29
			TOT		P2		25,802.68	122,802.68
			TOT		N1		124.88	654.56
			** JOB TOTALS **			1,846.22 **	30,201.84 **	161,620.53 **

SHERMAN AV-SHERIDAN AV COUPLT	CONT NO		* FA PROJ NOS M		691001 100			STATE
	006	1912	296	00	N 9	Tr. City		5,395.00

TOTAL TO DATE JOB COST SUMMARY

MAY 1981

PAGE 545

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	006	1912	296	00	N 9	Tr. St.		47,341.53CR
	006	1912	298	00	N 9	Tr. Fed.		41,946.53 ✓
	006	1912	901	00	P 1	Res. Engr.		17,760.80 ✓
	006	1912	901	00	N 1	" "		74.34
	006	1912	905	00	P 1	Final Des.		10,822.97 ✓
	006	1912	905	00	N 1	" "		21.00 ✓
	006	1912	909	00	P 1	R/w Des.		650.40 ✓
	006	1912	910	00	P 1	Soils & Geol.		1,069.43 ✓
	006	1912	911	00	P 1	Signing		5,987.96 ✓
	006	1912	913	00	P 1	R/w Liaison		1,027.64 ✓
	006	1912	914	00	P 1	Ut. "		312.57 ✓
	006	1912	918	00	P 1	Recon & Hydro.		1,204.67 ✓
	006	1912	920	00	P 1	Proj. Mgmt.		480.61 ✓
	006	1912	921	00	P 1	Specs.		3,341.76 ✓
	006	1912	922	00	P 1	Adm. Serv.		59.71 ✓
	006	1912	923	00	P 1	Env. Sec.		3,704.68 ✓
	006	1912	924	00	P 1	Planning		87.60
	006	1912	950	00	P 1	Training		263.44
	006	1912	980	00	P 1	Public Hearing		2,114.54
			TOT		P1			48,888.73
			TOT		N1			95.34
			** JOB TOTALS **			**	**	48,984.07 **

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ___4___
1 1983
MAN. ASST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

BAYSHORE @ KOOS BG' BLVD	CONT NO		* FA PROJ NOS M		661001 100			STATE
	006	1930	296	00	N 9		117.88	6,878.87CR
	006	1930	298	00	N 9		117.88CR	6,878.87
	006	1930	901	00	P 1			1,843.87
	006	1930	901	00	N 1			3.25
	006	1930	905	00	P 1			772.78
	006	1930	906	00	P 1			187.08
	006	1930	910	00	P 1			339.26
	006	1930	911	00	P 1			3,853.78
	006	1930	914	00	P 1		62.09CR	283.32

006	1906	980	00	P 1	1,623.91	[illegible]	[illegible]
006	1906	980	00	P 2		4,650.30	4,650.30
006	1906	980	00	N 1		54.38	54.38
		TOT		P1	1,596.22	[illegible]	[illegible]
		TOT		P2		25,002.68	122,802.68
		TOT		N1		129.88	654.56
		** JOB TOTALS **			1,596.22 **	30,201.84 **	161,620.53 **

SHERMAN AV-SHERIDAN AV COUPLT CONT NO   * FA PROJ NOS M   691001 100   STATE

006	1912	296	00	N 9	Tr. City		5,395.00

TOTAL TO DATE JOB COST SUMMARY   MAY 1981   PAGE 545

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	006	1912	296	00	N 9	Tr. St.		47,341.53CR
	006	1912	298	00	N 9	Tr. Fed.		41,946.53 ✓
	006	1912	901	00	P 1	Res. Engr.		17,760.80 ✓
	006	1912	901	00	N 1	" "		74.34
	006	1912	905	00	P 1	Final Des.		10,822.97 ✓
	006	1912	905	00	N 1	" "		21.00 ✓
	006	1912	909	00	P 1	R/w Des.		650.40 ✓
	006	1912	910	00	P 1	Soils & Geol.		1,069.43 ✓
	006	1912	911	00	P 1	Signing		5,987.96 ✓
	006	1912	913	00	P 1	R/w Liaison		1,027.64 ✓
	006	1912	914	00	P 1	Ut.		312.52 ✓
	006	1912	918	00	P 1	Recon & Hydro.		1,204.67 ✓
	006	1912	920	00	P 1	Proj. Mgmt.		480.61 ✓
	006	1912	921	00	P 1	Specs.		3,341.76 ✓
	006	1912	922	00	P 1	Adm. Serv.		59.71 ✓
	006	1912	923	00	P 1	Env. Sec.		3,704.68 ✓
	006	1912	924	00	P 1	Planning		87.60
	006	1912	950	00	P 1	Training		263.44
	006	1912	980	00	P 1	Public Hearing		2,111.54
			TOT		P1			48,888.73
			TOT		N1			95.34
			** JOB TOTALS **			**	**	48,984.07 **

PROGRAM SECTION
MANAGER ________ PROJECT UNIT 4
[illegible] 1 1983
MAN. ASST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

BAYSHORE @ KOOS BAY BLVD   CONT NO   * FA PROJ NOS M   661001 100   STATE

006	1930	296	00	N 9		117.88	6,878.87CR
006	1930	298	00	N 9		117.88CR	6,878.87
006	1930	901	00	P 1			1,843.87
006	193C	901	00	N 1			3.25
006	1930	905	00	P 1			772.78
006	1930	906	00	P 1			182.08
006	1930	910	00	P 1			339.25
006	1930	911	00	P 1			3,853.78
006	1930	914	00	P 1		62.09CR	283.32

9073

State Copy

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 266462	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-11-80	State Oregon County Coos Project No. M-TQM-2691(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Florida Ave. - Vermont Ave. (North Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-79	0.372
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
362,929.00	319,921.00 (M)
$ 226,025.00	$ 199,241.00 (TQM)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	
Assistant State Highway Engineer *(Title)*	
XX For: H. S. Coulter	By *(Division Administrator)*
State Highway Engineer *(Title)*	For: G. L. Green
By	Date executed by Division Administrator 2-11-80
(Title)	

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. M-TQM-2691(3)

Florida Ave.-Vermont Ave. (North Bend)
N. Bound Oregon Coast Highway
Coos County

Project Agreement Estimate.

Type Code 6203
Roadway (Sheridan Ave. Sta. 127+95 to Sta. 147+60)

Mobilization	All Required (75%)		$ 4,890.00
Temporary Protection and Direction of Traffic	All Required (32%)		4,233.92
Temporary Signs	228 Sq.Ft.	7.00	1,596.00
Temporary Barricades	13 Each	72.25	939.25
Temporary Plastic Safety Markers	25 Each	52.50	1,312.50
Flagmen	600 Hour	21.00	12,600.00
Clearing and Grubbing	All Required		1,030.00
Removal of Structures and Obstructions	All Required (80%)		21,400.00
General Excavation	7,300 Cu.Yd.	2.05	14,965.00
Trench Excavation	205 Cu.Yd.	6.20	1,271.00
Finishing Roadbed and Slopes	All Required (75%)		3,167.25
Watering	25 M-gal.	15.45	386.25
Class "B" Asphalt Concrete Mixture	5,860 Ton	15.00	87,900.00
Asphalt Cement in Mixture	380 Ton	161.00	61,180.00
Asphalt in Tack Coat	5 Ton	210.00	1,050.00
8-inch Sewer Pipe	146 Lin.Ft.	13.40	1,956.40
12-inch Sewer Pipe	942 Lin.Ft.	17.50	16,485.00
Extra for Pipe Under Pavement	415 Lin.Ft.	11.35	4,710.25
Concrete Manholes	1 Each	1,030.00	1,030.00
Concrete Inlets Type CG-1	6 Each	285.00	1,710.00
Street Barricade	1 Each	375.00	375.00
Concrete Walks	188 Sq.Yd.	10.20	1,917.60
Concrete Driveways	25 Sq.Yd.	13.00	325.00
Sidewalk Ramps	1 Each	150.00	150.00
Concrete Curbs	105 Cu.Yd.	108.00	11,340.00
Extra for Asphalt Islands	1,250 Sq.Yd.	7.50	9,375.00
Extra for Asphalt Walks	220 Sq.Yd.	7.50	1,650.00
Adjusting Manholes	8 Each	309.00	2,472.00
Removal of Existing Sign Installations	All Required (10%)		41.20
Wood Sign Posts	All Required (45%)		3,290.85
Sign Support Footings	All Required		1,339.00
Offset Single Sign Support	All Required		2,987.00
Type "A" Signs in Place	85 Sq.Ft.	19.55	1,661.75
Type "C", "D" and "R" Signs in Place	128 Sq.Ft.	10.30	1,318.40
Type "G" and "H" Signs in Place	13 Sq.Ft.	11.35	147.55
Type "EE" Signs in Place	62 Sq.Ft.	10.30	638.60

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. M-TQM-2691(3)

Move and Modify Existing Signs	All Required (73%)		$ 413.91
Install Auxiliary Sign on Existing Cantilever	All Required (50%)		154.50
Thermoplastic Pavement Arrows	1 Each	$ 258.00	258.00
Thermoplastic Pavement "ONLY"s	1 Each	360.00	360.00
12-inch Thermoplastic Pavement Line	459 Lin.Ft.	4.90	2,249.10
Traffic Signal Installation, Complete	All Required (30%)		30,784.50
			$317,061.78

Anticipated Items		
Permanent Pavement Striping and Buttons	All Required (45%)	$ 1,125.00
Remove Pavement Striping (Exist. & Temp.)	All Required (45%)	1,125.00
Temporary Pavement Striping	All Required (45%)	450.00
		$ 2,700.00

Subtotal	$319,761.78
Engineering	42,315.22
Engineering (Sig. Cont. Testing) (30%)	852.00
Total	$362,929.00

Type Code 6203
Roadway (Sherman Ave. Sta. 127+95 to Sta. 147+60)

Mobilization	All Required (25%)		$ 1,630.00
Temporary Protection and Direction of Traffic	All Required (68%)		8,997.08
Temporary Signs	322 Sq.Ft.	7.00	2,254.00
Temporary Barricades	19 Each	72.25	1,372.75
Temporary Continuous Rail Traffic Barriers, Reflectorized	375 Lin.Ft.	7.75	2,906.25
Temporary Plastic Safety Markers	90 Each	52.50	4.725.00
Flagmen	200 Hour	21.00	4,200.00
Temporary Reflective Pavement Markers	182 Each	5.15	937.30
Removal of Structures and Obstructions	All Required (20%)		5,350.00
General Excavation	1,910 Cu.Yd.	2.05	3,915.50
Trench Excavation	106 Cu.Yd.	6.20	657.20
Finishing Roadbed and Slopes	All Required (25%)		1,055.75
Furnishing and Placing Topsoil	200 Cu.Yd.	9.80	1,960.00
Watering	5 M-gal.	15.45	77.25
Class "B" Asphalt Concrete Mixture	1,370 Ton	15.00	20,550.00
Asphalt Cement in Mixture	90 Ton	161.00	14,490.00
Asphalt in Tack Coat	2 Ton	210.00	420.00
8-inch Sewer Pipe	12 Lin.Ft.	13.40	160.80
12-inch Sewer Pipe	458 Lin.Ft.	17.50	8,015.00

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. M-TQM-2691(3)

Extra for Pipe Under Pavement	347 Lin.Ft.	$ 11.35	$ 3,938.45
Concrete Manholes	2 Each	1,030.00	2,060.00
Concrete Inlets, Type CG 1	2 Each	285.00	570.00
Concrete Walks	77 Sq.Yd.	10.20	785.40
Concrete Driveways	25 Sq.Yd.	13.00	325.00
Sidewalk Ramps	1 Each	150.00	150.00
Concrete Curbs	65 Cu.Yd.	108.00	7,020.00
Concrete Islands	22 Cu.Yd.	108.00	2,376.00
Extra for Asphalt Islands	400 Sq.Yd.	7.50	3,000.00
Extra for Asphalt Walks	170 Sq.Yd.	7.50	1,275.00
Adjusting Manholes	1 Each	309.00	309.00
Adjusting Inlets	1 Each	103.00	103.00
Removal of Existing Sign Installation	All Required (90%)		370.80
Wood Sign Posts	All Required (55%)		4,022.15
Type "C", "D" and "R" Signs in Place	176 Sq.Ft.	10.30	1,812.80
Type "G" and "H" Signs in Place	13 Sq.Ft.	11.35	147.55
Type "EE" Signs in Place	77 Sq.Ft.	10.30	793.10
Move and Modify Existing Signs	All Required (27%)		153.09
Install Auxiliary Sign on Existing Cantilever	All Required (50%)		154.50
Thermoplastic Pavement Arrows	4 Each	258.00	1,032.00
Thermoplastic Pavement "ONLY"s	1 Each	360.00	360.00
12-inch Thermoplastic Pavement Line	1,955 Lin.Ft.	4.90	9,579.50
Traffic Signal Installation, Complete	All Required (70%)		71,830.50
			$195,841.72

Anticipated Items		
Permanent Pavement Striping & Buttons	All Required (55%)	$ 1,375.00
Remove Pavement Striping (Exist. & Temp.)	All Required (55%)	1,375.00
Temporary Pavement Striping	All Required (55%)	550.00
		$ 3,300.00

Subtotal	199,141.72
Engineering	24,895.28
Engineering (Sig. Cont. Testing)(70%)	1,988.00
Total	$226,025.00

Length of Project - - - - - - - - - - - - - 0.372 mi.
Cost of Roadway Per Mile - - - - - - - - - $1,583,209.67

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. M-TQM-2691(3)

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding & Mulching	All Required	$ 500.00
Coos Bay - N. Bend Water Board	All Required	17,000.00
Sidewalk Ramps	All Required	6,400.00

SUMMARY OF FUNDS (88.15%)

Description	Code	Total Cost	Federal Funds	State Funds	City Funds
Roadway M-Funds	W-32	$362,929	$319,921	$21,504	$21,504
Roadway TQM-Funds	124	226,025	199,241	26,784	- -
Totals		$588,954	$519,162	$48,288	$21,504

Group 1-M funds	66%;
Group 2 TQM-Funds	34%
Contract No.	9073
Prefix:	6-1912
Prefix:	6-1065

9073

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #9073

DATE: February 7, 1980

TO: Robert W. Gormsen
Commission Services

FROM: For G. B. Jackman
C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Calendar Day Count
Florida Ave.-Vermont Ave.
(North Bend)
Contract No. 9073

The January 30 letter to you from Mr. Lex Johnson of Johnson Rock Products requesting an extension of the time allowed for execution of the contract and a one week delay in the commencement of contract time charges concerns matters that I feel necessitate the advice of our Chief Counsel.

The Construction Branch has no objection to delaying the contract time start date since the proposal was accepted by the Commission on December 27, 1979 and the contract was submitted to the contractor for execution on January 29, 1980. This 33 days exceeds the time of 20 days provided in Section 103.08 of the Standard Specifications and would be a valid basis for a subsequent contract time extension if project completion were delayed. The contractor may be best advised to accept the contract time start date of February 11 and retain his right to request additional contract time under Section 103.08 of the Standard Specifications.

It is suggested that this matter be further reviewed by our Chief Counsel.

CTK:GBJ:fr

cc: Alfred Shirley (w/att.)

2/13/80 Kip Johnson called Bob Gormsen & said contracts would be put in mail & to forget about their request to change the beg. cal. day count from 2-11 to 2-18-80.

-fran

johnson rock products

P. O. BOX 548, NORTH BEND, OREGON 97459 503 756 5158

January 30, 1980

Robert W. Gormsen
Commission Services
Rm. 121 Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

Please let this letter serve as a written request for an extension on signing the Florida Ave. - Vermont Ave. section of FAU 2691 in Coos County (Refer to CON 5, Contract # 9073).

Our general manager, Christopher R. Johnson, is currently the only available officer of the company which is authorized to sign contracts of this size. Unfortunately, Mr. Johnson is in Hawaii on vacation and isn't expected back until February 8th. The deadline as denoted on the contract's cover sheet requires that the documents be signed and returned within 10 days of receipt. Mr. Johnson obviously will be unable to meet these terms. For this reason I'm requesting that an additional week be added to the signing deadline and also to the calendar day count (changing it from February 11, 1980 to February 18, 1980). Please note that we received the contract documents on January 30, 1980.

I hope the information contained in this letter is sufficient to resolve our predicament. Please advise me immediately if I may be of further assistance to your office.

Sincerely,

LEX M. JOHNSON, VICE PRES.

LMJ/dj

1-31-80
cc To Construction

RECEIVED
JAN 31 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9072

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY A INISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.	M-TOM-2691(3)
STATE PROJECT NO.	See below
COUNTY NAME	Coos
PROGRAM NO.	
ITEM NO.	80400
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
~~Salem, OR~~

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sgn Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-28-78	12-20-79	FAU 2691
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:

Florida Avenue - Vermont Avenue (North BEnd)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Utility Adjustment
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-4-80 this will confirm the advance approval date of 12-20-79 to proceed with the actual adjustments of the Coos Bay - North Bend Water Board's waterline relocation on an actual cost basis estimated to be $17,445 with Federal participation limited to $15,377. I approve the agreement with the Coos Bay - North Bend Water Board.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-80	G. K.	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-018

10'2

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

ROW 18-4

January 4, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE - Suite 100
Salem, OR 97301

Water Facility Relocation
Coos Bay - North Bend Water Board
Florida Ave. - Vermont Ave.
(North Bend) Section
Sheridan Ave.
Coos County
Project No. M-2691(3)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Coos Bay - N. Bend Water Board's facilities dated December 5, 1979, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The board was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy city street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, (as the relocation involves a segment of facilities less than one mile in length) and two (2) crossings of the project.

There will be no betterment derived from the proposed adjustment of the Board's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 20 1979 under the provision of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $17,445.00

RECEIVED
TECHNICAL SERVICES
JAN 7'80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Yours truly,

D. E. Swan
D. E. Swan
Operation Programming Engineer

DEW/vlw
Enc.
cc: E. S. Hunter, ✓ Jack M. Cartwright, John Christopherson

9073

December 21, 1979

City of North Bend
P.O. Box "B"
North Bend, Oregon 97459

CON 4

Attn: Terry C. Connell, P.E.
Director of Public Works & City Engineer

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Johnson Rock Products, Inc., P.O. Box 548, North Bend, Oregon 97459 for construction on the Florida Avenue-Vermont Avenue (North Bend) Section, FAU 2681. The advance deposit based on the anticipated construction of their bid is as follows:

	M-2681(3)	TQM 2681(3)
Bid Items	$317,061.78	$196,841.72
Permanent Pavement Striping and Buttons	$ 1,250.00	$ 1,250.00
Temporary Pavement Striping	300.00	500.00
Remove Pavement Striping (Maint. & Temp.)	1,250.00	1,250.00
Roadside Seeding & Mulching	—	500.00
Signal Controller Testing (Engineering)	750.00	1,900.00
Coos Bay-North Bend Water Board	17,800.00	—
Sidewalk Ramps	3,200.00	3,200.00
4 1/2% Contingencies	15,372.53	9,280.95
9% Engineering	30,745.06	15,407.85
ESTIMATED TOTAL COST	$387,729.37	$232,143.50 (100% State Match)

City's Advance Deposit:
6% of $387,729.37 = $23,263.76 or say $23,250.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 11, 1980.

Please make your check for $23,250.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operation Programming Engineer

FFE:pf

bcc w/AD # 710: Jack Ayres, Region 3 Federal Aid Engineer
Vern Stacy - Please return completed AD # 710 when check is received.

7673

Section Florida Ave-Vermont Ave (North Bend) Programming Estimate $ 746,000
Highway FAU 2691 (N.Bd) Ore Coast Project Length 0.55
County Coos Completion Time 250 Cal. days
Kind of Work Grading, Paving, Signing & Signals Est. Comp. Date 8-24-80
Prefix 6-1912 Letting Date Dec 20, 1979 Project No. M-TDM-2691(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 623,657 00

Anticipated Additional Items:		M-2691(3)	M-TDM-2691(3)	
Royalty Payment.				
Permit Fees		392,433	231,224	
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing				
Permanent Pavement Striping & Button	2,500	1,250	1,250	
Temporary Pavement Striping.	1,000	500	500	
Remove Pavement Striping (Exist. & Temp.) . . .	2,500	1,250	1,250	
Temporary Erosion Control				
State Furnished ______				$ 33,240 00
Roadside Seeding & Mulching	500			
Asphalt Cement Adjustment		–	500	
On the Job Trainees				
State Responsibility for Damages				
Signal Controller Testing (Engineering)	2840	850	1990	
Bikeway Signs				
Furnish Mailbox Posts				
Adjust Utilities:				
Coos Bay-North Bend Water Board . . .	17,500	17,500	–	
. . . .				
Sidewalk Ramps	6,400	3,200	3,200	
. . . .		416,983	239,914	
. . . .		18,764 33		
Subtotal		37,528 67		$ 656,897 00
		$473,275 70		
Contingencies (4-1/2%)		× 88% = 416,483		29,560 37
Engineering (8, [✓ 9], 10%)				59,120 73
Subtotal				$ 745,578 10
Credit for ______				
Estimated Net Authorization, Construction				$ 745,578 10

APPROVED

Revised 12/18/79

(10)

Rec'd 12-19-79
Z

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SU ARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 3
Date 10/3/79

Florida Ave. - Vermont Ave. (North Bend) Sec. County Coos
Of Work Grading, Paving, Signing & Signals Length 0.55 mi. Name B. Bergstedt

10-10-79

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization	8%	All	All	—	~~46,100.00~~ 44,300
Temporary Protection and Direction of Traffic		All	All	—	15,000.00
Temporary Signs		Sq. Ft.	550	6.00	3,300.00
Temporary Barricades		Each	32	100.00	3,200.00
Temporary Continuous Rail Traffic					
Barriers, Reflectorized		Lin. Ft.	375	7.00	2,625.00
Temporary Plastic Safety Markers		Each	115	75.00	8,625.00
Flagmen		Hour	800	22.00	17,600
Temporary Reflective Pavement					
Markers		Each	182	6.50	1183.00
Roadwork					
Clearing and Grubbing		All	All	—	1,000.00
Removal of structures and					
Obstructions		All	All	—	15,000.00
General Excavation		Cu. Yd.	9,210	~~7.00~~ ~~4.50~~	~~64,470.00~~ ~~41,445~~
Trench Excavation		Cu. Yd.	311	15.00	4,665.00
Finishing Roadbed and slopes		All	All	—	5000.00
Furnishing and Placing Topsoil		Cu. Yd.	200	20.00	4000.00
Watering		M-Gal	30	15.00	450.00
Class "B" Asphalt Concrete Mixture		Ton	7,230	18.00	130,140
Asphalt Cement in Mixture		Ton	470	148.00	69,560
Asphalt in Tack Coat		Ton	7	250.00	1,750

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 2 of 3
Date 10/3/79

on Florida Ave.— Vermont Ave. (North Bend) Sec County Coos

Kind Of Work Grading, Paving, Signing & Signals Length 0.55 Name R. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Sewer Pipe		Lin. Ft.	158	12.00	1,896.00
	12-inch Sewer Pipe		Lin. Ft	1400	15.00	21,000.00
	Extra for Pipe Under Pavement		Lin. Ft	762	12.00	9,144
	Concrete Manholes		Each	3 ~~2~~	1500.00	4,500.00 ~~3,000~~
	Concrete Inlets, Type CG-1		Each	8 ~~9~~	550.00	4,400.00 ~~4,950~~
	~~Guard Rail, Type 1~~		~~Lin. Ft.~~	~~73~~	~~3.00~~	~~[illegible]~~
	~~Rail End Pieces, Type A~~ Street Barricade		Each	1 ~~2~~	300.00 ~~100.00~~	300.00 ~~200~~
	Concrete Walks		Sq. Yd.	265	17.00	1505
	Concrete Driveways		Sq. Yd.	50	23.00	1150.00
	Sidewalk Ramps		Each	2	400.00	800.00
	Concrete Curbs		Cu. Yd.	170	150.00	25,500
	Concrete Islands		Cu. Yd.	22	150.00	3,300
	Extra for Asphalt Islands		Sq. Yd.	1,650	6.00	9,900
	Extra for Asphalt Walks		Sq. Yd.	390	6.00	2,340
	Adjusting Manholes		Each	9	200.00	1,800
	Adjusting Inlets		Each	1	250.00	250
	Signing					
	Removal of Existing Sign Installations		All	All	—	5000.00
	Wood Sign Posts		All	All	—	4,880.00
	Sign Support Footings		All	All	—	600.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 10-4-79

on Florida Ave - Vermont Ave. (North Bend) Sec County Coos
nd Of Work Grading, Paving, Signing + Signals Length 0.55 Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Offset Single Sign Supports		All	All	—	1890.00
	Type "A" Signs in Place		Sq. Ft.	85	16.00	1360.00
	Type "C", "D" And "R" Signs in Place		Sq. Ft.	304	8.00	2432.00
	Type "G" And "H" Signs in Place		Sq. Ft.	26	10.00	260.00
	Type "EE" Signs in Place		Sq. Ft.	139	10.00	1390.00
	Move and Modify Existing Signs		All	All	—	1,500.00
	Install Auxiliary Signs on Existing Cantilevers		All	All	—	1,000.00
	Thermoplastic Pavement Arrows		Each	5	250.00	1,250.00
	Thermoplastic Pavement "Only's"		Each	2	200.00	400.00
	12-inch Thermoplastic Pavement Line		Lin. Ft.	2,414	3.00	7,242.00
	Traffic Signals					$ ~~110,000~~ +
	Traffic Signal Installation, Complete		All	All	—	~~77,000~~
						57,557

70'13

HIGHWAY DIVISION - ODOT 378-6516

FILE

November 30, 1979

[illegible]

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 20, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 20 on the following projects:

1. Drews Reservoir Rock Production
   Klamath Falls-Lakeview Highway, Lake County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Parsnip Creek Rock Production
   Warner Highway, Lake County
   Aggregate Crushing

   Same as No. 1.

3. Antone Junction Rock Production
   Ochoco Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

4. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway, Lane and Linn Counties
   Painting

   Same as No. 1.

5. S.E. Powell Blvd. at S.E. 122nd Avenue
   Mt. Hood Highway, Multnomah County
   Traffic Signals

   Same as No. 1.

6. Scholls Highway at S.W. 121st Avenue (Tigard)
   Washington County
   Traffic Signals

   Same as No. 1.

7. Pacific Highway West at Springbrook St. (Newberg)
   Yamhill County
   Traffic Signals

   Same as No. 1.

8. UPRR/Burnt River (Huntington)BBridge
   FAS B510, Baker County
   Structure

   Structure replacement. Twenty-eight-foot roadway on structure. Approaches to be constructed by others.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(c), which states, "footpaths and trails are not required t to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. S.E. 132nd Avenue-S.E. 142nd Avenue
   Sunnyside Road, Clackamas County
   Grading and Paving

   Curve realignment. Twelve-foot lanes with six-foot shoulders.

   Same as No. 8.

10. Florida Avenue-Vermond Avenue (North Bend)
    Sheridan and Sherman Avenues, Coos County
    Grading add Paving

    Couplet. Three lanes with parking. Sidewalk with curb ramps provided for pedestrian and bicycle traffic.

11. Teakwood Avenue-Myrtle Avenue (Coos Bay)
    Oregon Coast Highway (Bayshore Drive), Coos County
    Paving

    Left-turn lane construction.

    Same as No. 8.

12. Madras/Prineville Highway-S. McMeen Creek
Metolios-Grizzly Co. Road, Jefferson County
Oiling

Twelve-foot lanes with four-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

13. Grand Ronde-Wallace Bridge
Salmon River Highway, Polk County
Paving

Five and ten foot shoulders. This project will be striped and signed as a Class III Bikeway.

14. Spray Rock Rroduction
Kimberly-Long Creek Highway, Wheeler and Grant Counties
Aggregate Crushing

Same as No. 1.

RBS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9073

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-28-79

FEDERAL AID PROJECT NO.: TQM 2691(3)

STATE PROJECT NO.: See below

PROGRAM NO.:

COUNTY NAME: Coos

FROM: G. L. Green, Division Administrator

ITEM NO.: 80400

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
STate Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 -'79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig.

DATE PS&E APPROVED 9-28-78	DATE AUTHORIZATION EFFECTIVE 11-28-79	FEDERAL ROUTE NUMBER FAU 2691 STATE ROUTE NUMBER City Street

GENERAL LOCATION: Florida Avenue - Vermont Avenue (North Bend)

GENERAL DESCRIPTION OF WORK: Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping SF $2500
Remove Striping SF $2500
Temp. Pave Striping SF $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-26-79 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $686,483 Federal Funds $605,132.

A signed copy of the revised Title Sheet is returned herewith.

DATE 11-28-79	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 9-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-[illegible]

9073

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Hi[illegible]way # 706

10-12-79

Atteation: Right-of-Way Section

Prefix 6-1912

Subject: Federal Aid Project No. M-TQM-2691
Project Name Florida Ave. – Vermont Ave. (North Bend)
Sheridan Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 12th day of October, 1979

City of

Negotiations for right-of-way conducted by the Highway Division. City of North Bend filed complaints. All in accordance with FH/WA procedures and Oregon Statutes.

Certified By:

Regional Right-of-Way Supervisor

Date 10/12/79

Not needed
Mayor

Not Needed
City Recorder

Instructions: Complete A or B and C.

R/W File No.

Rev. 1/76

9073

TRAFFIC SIGNAL INSTALLATION

Florida-Vermont (N. Bond) Sec.

Totals

Sht 5 of 5

DATE 8/29/79

Est. By VB

Item Description	Qty	Unit	Material		Labor	
			Unit Cost	Total	Unit Cost	Total
Total				65,771		26,575
Profit (15% M & 20% L)				9,865.65		5,315
Misc. & Cont. (8.5% L)						2,259

Temp Prot. & Direction = $10,000
Traffic Signal Installation = 109,792
Controller Testing = 2,840
Engineering & Cont. = 16,172
$138,804

Rec'd 8-30-79

9073 8-29-79

REGON STATE HIGHWAY DIVISION
NTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

ction Florida Ave - Vermont Ave Unit _____
ighway N. Bd Oregon Coast County Coos Prefix 6-1912
ength 0.55 Designer Don Haynes Draftsman _____ Date _____
gned _____ Title _____

Grading & Drainage		SHERIDAN	SHERMAN
Surfacing		$ 433,893	$ 224,883
Extra Work			
	Perm. Pvmt Striping & Buttons	$ 1,250	1,250
	Remove Pvmt Striping	1,100	1,100
	Signal Controller Testing	270	630
	Coos Bay - N. Bend Water Board	20,000	
	~~[illegible]~~		
Total Extra Work		$ 22,620	$ 2980
TOTAL		456,513	$ 227,863
+ 20% Engineering and Contingencies		91,300	$ 45,575
~~[illegible]~~			
	Subtotal	$ 547,813	273,438
	~~-86%~~ 88%	~~-471,119~~ 482,075	
	12%	~~76,694~~ 65,738	
	City's share	~~38,350~~ 32,869	
Total ~~[illegible]~~			$
Right of Way			$
Total Estimated Cost		8-29-79	$ 821,251

REC'D 8-29-79

cc: Jack Avres

SUMMARY--BID SCHEDULE--COST ESTIMATE Date

Section M- 2691 (3) HERIDAN AVE County

Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Walks	~~Sq. Yd~~	Sq. Yd ~~188~~	188	17.00 ~~15.00~~	3196 ~~2,820~~
	Concrete Driveways		Sq. Yd.	25	29.00 ~~22.50~~	725 ~~563~~
	Concrete Curbs		Cu. Yd.	90	175.00 ~~150.00~~	15,750 ~~13,500~~
	Extra For Asphalt Islands		Sq. Yd.	1,250	15.00	18,750
	Extra For Asphalt Walks		Sq. Yd.	220	10.00	2,200
	Adjusting Manholes		Each	9	200.00	1,800
	Adjusting Inlets		Each	2	250.00	500
	SIGNING					
	Removal of Extg Sign Installations		All	All	10%	500
	Wood Sign Posts		All	All	45%	2,196 ~~1,098~~
	Sign Support Footings		All	All	100%	900 ~~600~~
	Offset Single Sign Support		All	All	100%	1,890
	Type "A" Signs In Place		Sq. Ft.	85	18.00 ~~16.00~~	1,530 ~~1,360~~
	Type "C", "D" & "R" Signs In Place		Sq. Ft	128	10.00 ~~8.00~~	1,280 ~~1,024~~
	Type "G" & "H" Signs In Place		Sq. Ft.	13	10.00	130
	Type "EE" Signs In Place		Sq. Ft.	62	10.00	620
	Move & Modify Existing Signs		All	All	73%	1,095
	Inst. Aux. Sign on Extg. Cantil.		All	All	50%	500
	Thermoplastic Pavement Arrows		Each	1	220.00 ~~100.00~~	220 ~~100~~
	Thermoplastic Pavement "Only's"		Each	1	200.00	200
	12-inch Thermoplastic Pave. Line		Lin. Ft.	459	4.00 ~~3.00~~	1836 ~~1,377~~
	Traffic Signals - Complete		All	All	30%	29,000
	355,776					
						433,893 [illegible] [illegible]

2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date

Section TQM - 2691 (3) SHERMAN AVE

County

Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Sewer Pipe		Lin. Ft.	12	12^{00}	144
	12-inch Sewer Pipe		Lin. Ft.	290	15^{00}	4,350
	Pipe Under Pavement		Lin. Ft.	197	13^{00}	2,561
	Concrete Inlets, Type CG-1		Each	1	550^{00}	550
	Manholes		Each	1	$1{,}500^{00}$	1,500
	SIGNING					
	Removal of Extg Sign Installations		All	All	90%	4,500
	Wood Sign Posts		All	All	55%	2,684 ~~1,342~~
	Type "C", "D" & "R" Signs In Place		Sq. Ft.	176	10^{00} ~~8^{00}~~	1,760 ~~1,408~~
	Type "G" & "H" Signs In Place		Sq. Ft.	13	10^{00}	130
	Type "EE" Signs In Place		Sq. Ft	77	10^{00}	770
	Move & Modify Existing Signs		All	All	27%	405
	Inst. Aux. Sign On Extg. Cont.		All	All	50%	500
	Thermoplastic Pvmt Arrows		Each	4	220^{00} ~~100^{00}~~	880 ~~400~~
	Thermoplastic Pvmt "Only's"		Each	1	200^{00}	200
	12-inch Thermoplastic Pvmt Line		Lin Ft	1,955	4^{00} ~~3^{00}~~	7820 ~~5,865~~
	Traffic Signals Installation Complete		All	All	70%	67,000 ~~33,590~~
	1·3 503					
						224,883 ~~194,288~~

SUMMARY--BID SCHEDULE--COST ESTIMATE Date ____________

Section TQM- 2691 (3) SHERMAN AVE County ____________

Of Work ____________ Length ______ Name ____________

No	Item	Code	Unit	Quant.	Unit Cost	[illegible] Total
	Mobilization		All	All	12,200 25%	~~10,785~~ ~~[illegible]~~
	Temp. Prot. & Direct. of Traffic		All	All	68%	12,100 ~~10,200~~
	Temporary Signs		Sq. Ft.	322	6.00	1,932
	Temporary Barricades		Each	19	100.00	1,900
	Temp. Cont. Rail Traf. Bars. Refl.		Lin. Ft.	375	7.00	2,625
	Temp. Plastic Safety Markers		Each	90	75.00	6,750
	Flagmen		Hour	200	18.00	3,600
	Temp. Reflective Pvmt Markers		Each	182	6.50	1,183
	ROADWORK					
	Removal of Structures & Obstruct		All	All	20%	3,000
	General Excavation		Cu. Yd.	1,910	4.50	8,595
	Trench Excavation		Cu. Yd.	68	15.00	1,020
	Finishing Roadbed & Slopes		All	All	25%	1,250
	Furnishing & Placing Topsoil		Cu. Yd.	200	20.00	4,000
	Watering		M-Gal	5	15.00	75
	Class "B" Asphalt Concrete Mix		Ton	1,370	26.00 ~~23.00~~	35,620 ~~31,510~~
	Asphalt Cement In Mixture		Ton	90	140.00 ~~109.00~~	12,600 ~~9,810~~
	Asphalt In Tack Coat		Ton	2	175.00 ~~160.00~~	350 ~~320~~
	Concrete Walks		Sq. Yd	77	17.00 ~~15.00~~	1309 ~~1,155~~
	Concrete Driveways		Sq. Yd.	25	29.00 ~~22.50~~	725 ~~563~~
	Concrete Curbs		Cu. Yd.	47	175.00 ~~150.00~~	8,225 ~~7,050~~
	Concrete Islands		Cu. Yd.	22	185.00 ~~125.00~~	4,070 ~~2,750~~
	Extra For Asphalt Islands		Sq. Yd.	400	15.00	6,000

Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date

Section M-2691 (3) SHERIDAN AVE

County

Of Work

Length

Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
						33,500
	Mobilization		All	All	36,600 75%	~~32,351~~ ~~[illegible]~~
	Temporary Prot. & Direct. of Traffic		All	All	32%	5,700 ~~4,800~~
	Temporary Signs		Sq. Ft.	228	6.00	1,368
	Temporary Barricades		Each	13	100.00	1,300
	Temporary Plastic Safety Markers		Each	25	75.00	1,875
	Flagmen		Hour	600	18.00	10,800
	ROADWORK					
	Clearing & Grubbing		All	All	100%	1,000
	Removal of Structures & Obstruct.		All	All	80%	12,000
	General Excavation		Cu. Yd.	7,300	4.50	32,850
	Trench Excavation		Cu. Yd.	245	15.00	3,675
	Finishing Roadbed & Slopes		All	All	75%	3,750
	Watering		M-Gal	25	15.00	375
	Class "B" Asphalt Concrete Mixture		Ton	5,860	26.00 ~~23.00~~	152,360 ~~134,780~~
	Asphalt Cement In Mixture		Ton	380	140.00 ~~109.00~~	53,200 ~~41,420~~
	Asphalt In Tack Coat		Ton	5	175.00 ~~160.00~~	875 ~~800~~
	8-inch Sewer Pipe		Lin. Ft.	146	12.00	1,752
	12-inch Sewer Pipe		Lin. Ft.	1,124	15.00	16,860
	Concrete Inlets, Type CG-1		Each	6	550.00	3,300
	Pipe Under Pavement		Lin. Ft	565	13.00	7,345
	Manholes		Each	1	1,500.00	1,500
	Guard Rail, Type 1		Lin. Ft.	13	30.00	390
	Rail End Pieces, Type A		Each	2	100.00	200

7073

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-TQM-2691(3)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80400

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-78	7-13-79	FAU 2691	City Street

GENERAL LOCATION:

Florida Ave.-Vermont Ave. (North Bend)

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave, and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As reequested in Mr. Swan's letter of July 10, 1979, revised PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of $798,840 - Federal Funds $704,177.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79		for Division Administrator

FORM PR-1240 (REV. 5-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1978—628-767

1072

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT PS&E Data Submission
Item No. 80400
Project No. M-TQM-2691(3)
Florida Ave.-Vermont Ave. (North Bend)
Coos County

We are forwarding updated PS&E documents to increase the amounts in the early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on November 15, 1979, but request early PS&E approval at this time. Right-of-way, Utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

(Code W-32)	Federal Funds (88.15%)	$428,214
(Code 124)	Federal Funds (88.15%)	275,961
	State Funds	65,882
	City Funds	28,783
	Total Cost	$798,840

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 11 '79
REFER TO

FOR:

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3182

9073

N. Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

June 18, 1979

K. D. Osborn

FROM: K.D. OSBORN
Regional Traffic Engineer

TO: J.H. Versteeg
Road Design Engineer
SALEM

SUBJECT: Parking Prohibition
Virginia Street
Sherman-Sheridan Couplet
Florida Ave.-Vermont
North Bend

Attached is a copy of a letter dated June 15, 1979, transmitting a copy of a parking prohibition resolution on Virginia Avenue in North Bend. This prohibition has resulted due to a design change in the proposed subject project requested by the City of North Bend.

kdo/cp
attach.
cc: D.H. Moehring
L.E. George

I Versteeg ✓
Anderson
MW Christensen Copy
Olson
MW Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
JUN 19 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

City of North Bend
NORTH BEND, OREGON 97459

June 15, 1979

Mr. Kipp Osborne, Regional Traffic Engineer
Oregon State Highway Division, Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Dear Kipp:

Attached is a copy of the Council resolution prohibiting parking on the north side of Virginia to allow truck turning movements.

This is provided as a part of the requested widening of Virginia Street in this area.

Sincerely,

CITY OF NORTH BEND

Terry C. Connell, P.E.
Director of Public Works &
City Engineer

TCC:tm
Attachment

RESOLUTION NO. 2549

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND that parking shall be prohibited on the North side of Virginia Avenue between Sheridan Avenue and the north-south center line of Block 14, Townsite of North Bend, Coos County, Oregon.

Passed and adopted by the Council this 12th day of June, 1979.

Mayor

ATTEST:

Adeline R Bauman

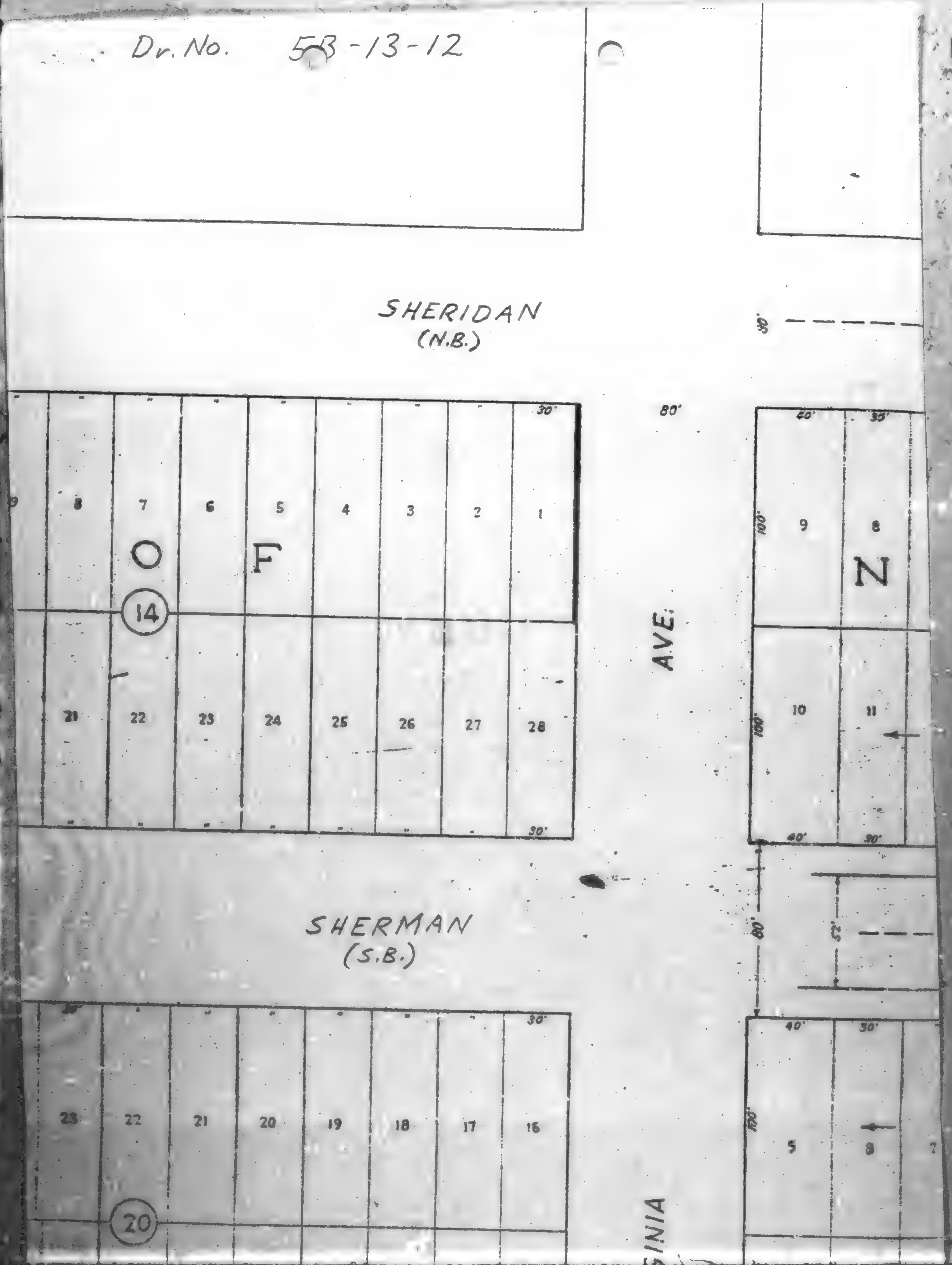
Clerk of the Council Pro-Tem

Approved as to form:

City Attorney

5 B-13-12

Dr. No. 5B-13-12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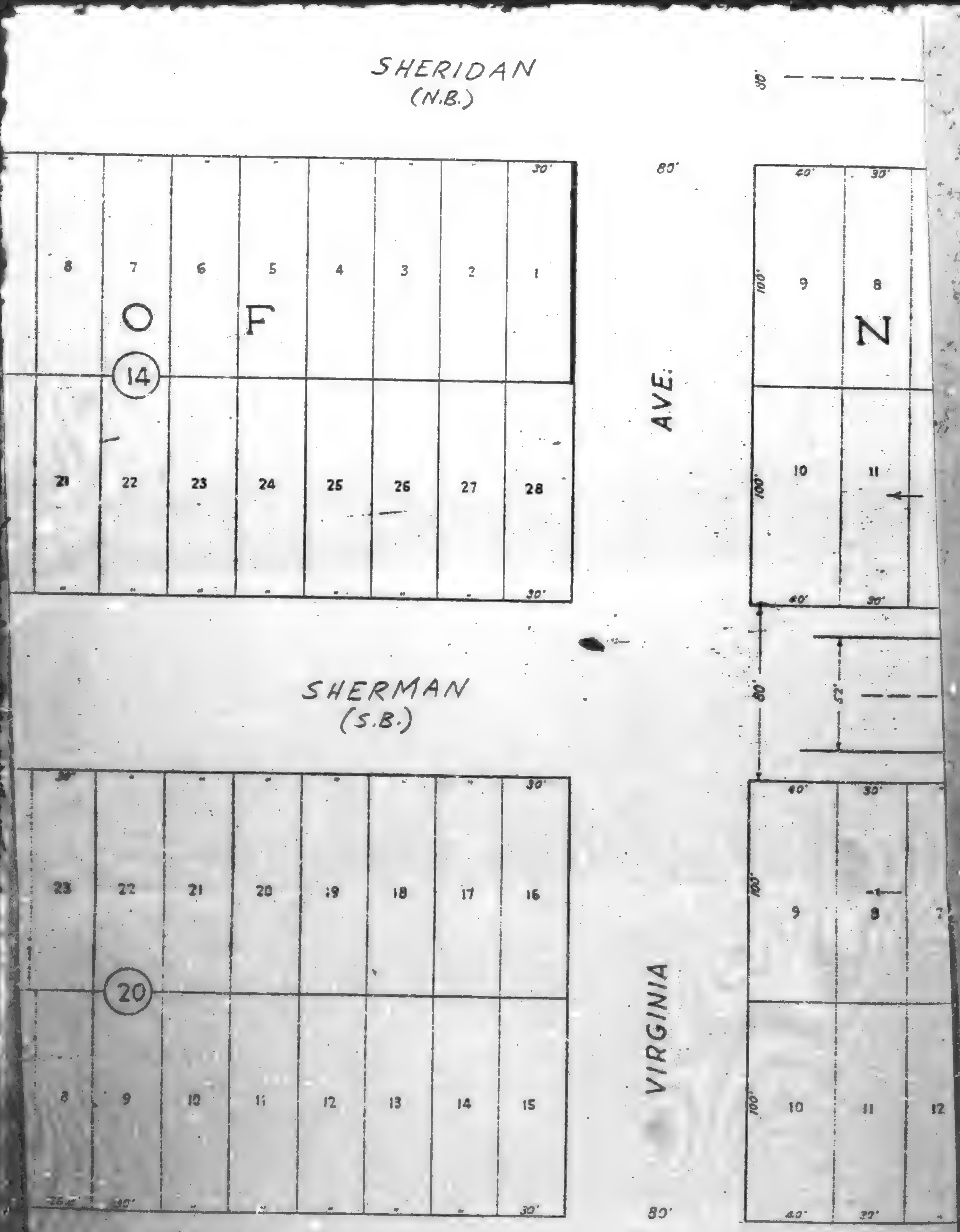
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1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

May 10, 1979

Received
5-14-79
file

Harry C. May
215 Carlson Heights
North Bend OR 97459

In Reply Refer to File No.: PRO 6

Dear Mr. May:

Your letter of May 1 addressed to the State Highway Commission in Salem has been referred to this office for a reply. The proposed construction of a couplet for the Oregon Coast Highway in the City of North Bend has been under study for a number of years.

The project will be funded with federal aid funds under the Federal Aid Urban program. These projects are chosen and prioritized by local officials. In this case, it was the Cities of North Bend, Eastside, and Coos Bay, and with the concurrence of Coos County. When I refer to these cities and the county I am referring to the City Councils and the County Board of Commissioners.

This project was their number one priority for the expenditure of the Federal Aid Urban funds.

You will find attached a copy of the traffic volume tables for the Oregon Coast Highway both northerly and southerly as well as inside the cities of North Bend and Coos Bay. In the area of the project, the traffic volumes in the City of North Bend vary from 15,300 to 19,800 cars a day. With this kind of traffic volume, there is a need for multiple lanes to adequately handle the traffic.

You will also find attached a copy of the accident rates on the highway in the City of North Bend. You will note from this in the area of the project that the accident rate for 1977 was 10.70 which is double the state-wide accident rate for similar highways.

I am also sending you a copy of the Negative Declaration on this project which goes into much more detail about the project than I can outline in a letter.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw
Encl.

cc H. S. Coulter

GENERAL FILES

RIGHT OF WAY SECTION
RECEIVED
MAY 8 - 1979
☐ RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS
☐ P.S ☐ AS ☐ CE ☐ OS ☐ TA ☐ FAO

North Bend, Oregon
May 1, 1979

Chairman - State Highway Commission
Salem, Oregon

Dear Sir:

This letter is in regard to the contemplated 101 Highway change through the downtown section of North Bend.

Members of the North Bend City Council have informed me that it is the State who is pushing the 2 way grid (2 lanes South on Sherman Ave and 2 lanes North on Sheridan St.) Is this correct?

Since there is at least 400 miles of 1 lane South and 1 lane North both North and South ~~[illegible]~~ of North Bend on 101 why is it so essential to make the change for this [illegible] of a mile?

It is my suggestion that

before spending all the money
for a complete changeover why
not try one northbound lane
and one southbound lane from
McCullough Bridge south on
Sherman to the point where
101 angles off to the S.E. toward
Coos Bay? This would handle
all the traffic and leave
ample room for parking.
Also couldn't our money be
better used for maintenance of
existing roads ~~that~~ than for
something that has no more
merit than the contemplated
plan?

As a former member of
the North Bend City Council I
am deeply concerned.

The energy shortage is
going to curtail traffic so
why should we be concerned

about handling more traffic?-

I am enclosing a self addressed stamped envelope in hopes that you feel my letter merits a reply.

Very truly yours
Harry C Henry
210 Carlson Heights
North Bend, Oregon
97459

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
[illegible] ✓
FOR

Info	Inves	R/O	D/R	Sign	Act	File
			✓			

Orig for

Kind

GOVERNOR

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No.: TRA 7
PRO 6

February 7, 1979

Mr. Terry C. Connell
Director of Public Works
and City Engineer
City of North Bend
P.O. Box "B"
North Bend, OR 97459

Dear Terry:

This will acknowledge your letter of February 1, 1979 regarding the removal of the canopy for the building on the northwest corner of the intersection of Sherman and Virginia in order to provide for an increased radius of 30 feet to better facilitate turning movements for large chip trucks. By a copy of this letter I am forwarding this information to our Salem Design Section in order that they may incorporate the 30 foot radius into the final design.

We are still awaiting a parking prohibition resolution from the City of North Bend in the proposed area of widening on the north side of Virginia as outlined in a letter to you dated November 22, 1978 from Jack Ayres.

Regarding a different project, I need the widening data from your office for Newmark Street in the area of Sherman Street in order to complete the preliminary signal design as discussed in our January 26, 1979 telephone conversation. We also need to know the lane configuration you prefer on Sherman Street at this location.

Thank you for your cooperation in these matters.

Cordially,

Original Signed by
KIPP D. OSBORN
Regional Traffic Engr.
K.D. OSBORN
Regional Traffic Engineer

REFERRED TO Duff
[illegible]
Beard
Sample
Cole
Watson
Erikson
Lee
Dorn
File Copy
Dee
Return
Discuss
BY FINAL DESIGN ENGINEER

KDO/cp

cc: L.E. George
J.H. Versteeg
B.E. Brown
Frank Morrison
Jack Ayres

Versteeg
Christensen
George
Olsen
Temple
Sullivan
Scott
Anderson

RECEIVED
FEB 12 1979
ENGINEERING SECTION

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Bring Up / /
Action

Form 734-3122

City of North Bend
NORTH BEND, OREGON 97459

February 1, 1979

Mr. Kipp D. Osborn
Regional Traffic Engineer
OSHD, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Sherman-Sheridan One-Way Couplet
North Bend, Oregon

Dear Kipp:

The owners of the building (northwest corner of 101 and Virginia also called Sherman and Virginia) have agreed to remove the canopy from the structure. It is anticipated it will be removed within the next three months.

As I understand, there should be no other details concerning our October 11, 1978 discussion which require clarification.

Sincerely,

CITY OF NORTH BEND

Terry C. Connell, P.E.
Public Works Director and
City Engineer

TCC:lm
cc - City Administrator

9073

PROJECT MANAGEMENT OFFICE MEMO

Date 1-3-79

Subject Sherman-Sheridan Cplet. File No. ________

Received (call) ~~(visit)~~ from Jack Ayres

Address ________

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion: North Bend wants latest estimate for total job.

P.E. 45,000 (43,518 thru Nov 78).

R/W 100,000

Const. ⊛438,300

TOTAL = ⊛583,300

Previously submitted

P.E. Adv. Dep. = $3,135

R/W " " = 3,560

6,695

6% = 35,000 - 6,695 = $28,305

7% = 40,830 - 6,695 = $34,136

⊛ Not including cost of Lt. turn for trucks on Virginia from Sheridan.

Signature Gary E. Zehr

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

1013

N. Bend

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

November 22, 1978

Mr. Terry Connell
Public Works Director
and City Engineer
City of North Bend
P.O. Box "B"
North Bend, OR 97459

1 Versteeg
3 Christensen
George
2 Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
NOV 24 1978
ENGINEERING SECTION

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Dear Mr. Connell:

This letter concerns the city of North Bend's proposal to modify the intersection at Sheridan and Virginia for left turn truck movements onto Virginia under the upcoming Sherman - Sheridan Couplet project.

Two assumptions are being made for this city proposal:

1. A resolution will be passed by the city to remove parking through the area of widening on the north side of Virginia.
2. Work can be accomplished within the existing right-of-way.

By copy of this letter your proposal, including sketch submitted to Kipp Osborn, is being transmitted to our Design Section in Salem for review and feasibility of incorporation into the couplet project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

1-4-79 Plans revised as per enclosed Design Div

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Semple
Erikson Watson
Hayes Dorn Lau
Return Do File Copy Due
BY FINAL DESIGN ENGINEER

JA/cp

cc: D.H. Moehring
J.E. Versteeg ✓
B.E. Brown
Frank Morrison

Form 81-734-3122

City of North Bend
NORTH BEND, OREGON 97459

November 15, 1978

Mr. Kipp D. Osborn,
Regional Traffic Engineer
OSHD, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Sherman - Sheridan One-way Couplet
North Bend, Oregon

Dear Kipp:

Attached is the City's proposal concerning the intersection of Virginia and Sheridan as related to our disscussion of October 11, 1978.

After lengthy consideration, we have concluded that the proposed signal plan not be modified and that turning movement for long truck/trailer combinations be provided. We would recommentd that Virginia be widened approximately 8 feet along the north side of the street for one-half block (see attached sketch) between Sheridan and Sherman Avenues. We would like this work to be funded as a part of the couplet project.

I feel that this plan is in the best interest of the City and State even though the City will loose some parking spaces as a result of the construction. Please note that I will advise the City of a possible future "no parking" restriction of the entire block of Virginia between Sheridan and Sherman for smooth traffic flow.

Also, the City is in the process of contacting the owners of the canopy overhanging the northwest corner radius of Sherman and Virginia. We have the authority to move obstructions within the street, but additional time will be required to complete moving details. We will advise you when final plans for relocation of the canopy has been completed.

Sincerely,

CITY OF NORTH BEND

Terry C. Connell, P.E.
Public Works Director and
City Engineer

TCC:lm
cc - Mr. Roth

9073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October [illegible], 1978

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Florida Ave.-Vermont Ave.
FAU 2691 - N.B. Coast Highway
Coos County

TO: J. H. Versteeg
Head of Engineering

Attention Don Stoudenmeyer

On September 13, Jack Ayres, Frank Morrison and writer met with Any Hoefer, Terry Connell and Al Roth at the North Bend City Hall to discuss the North Bend Couplet on US101.

We gave them the latest estimate on construction costs which indicated that their matching share was $29,200 and that this did not include construction engineering or the connections or expansion to the storm system they had proposed on the preliminary plans review. We estimated they should be prepared for up to $39,000 matching money to cover all contingencies. They were not happy but felt they could get Council support.

We did go over the storm sewer addition and they agreed that they could live with the corrections at the south end of the project. I called this information in to your office so that plans could proceed. This still requires approximately 1050 feet sewer and about $45,000, most of which applies to the FAU portion of the project.

I advised them that they would be responsible for all the match on any sewer construction on the FAP project.

jjg/cw

cc F. D. Morrison
G. Wimer

10-18-78
Discussed w/Gix. He says
lost [illegible] to storm sewer
but no construction is anticipated
on FAP.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐
OCT 13 1978
File: PM FA
TAA Zehner LG OP

Do we need to modify agreement to cover first paragraph? Is the sanitary sewer and is it eligible for fed funds?
NO

9073

N. Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 12, 1978

FILE: PkO 6

Original Signed by
KIPP D. OSBORN
Regional Traffic Engr.

FROM: KIPP D. OSBORN
Regional Traffic Engineer

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

SUBJECT: Meeting Attended
City of North Bend
Sherman - Sheridan Couplet

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Erikson
Watson
Hager
Dorn
Leu
Return [✓] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

As a result of Mr. Connell's letter (attached) dated October 5, 1978, a meeting was held at 10:30 A.M. in Mr. Al Roth's office on October 11, 1978. In addition to Mr. Roth, City Administrator, Terry Connell, Director of Public Works, was present along with Gary Colfax of this office and myself.

It was agreed that a revision of the existing radius to 30 feet was necessary in the northwest corner of the intersection of Sherman (US101) and Virginia in order to accommodate turning movements for chip trucks with 50 foot trailers. A 30 foot radius was marked on the sidewalk in the field and both parties (state & city) agreed that it would be acceptable. This would result in a minimum distance of 7.5 feet from the corner of the building to the nearest point on the curb.

This revision will require the relocation of two large power poles and removal of a portion of the canopy attached to the building overhanging the right-of-way in order to allow room for the relocated signal pole as shown on the attached plan.

Mr. Roth will advise this office as soon as he receives approval for the removal of the portion of the canopy in order that this office may arrange for the revision of the contract plans as shown on the attached map.

Mr. Connell stated that he will also be making a recommendation in the near future regarding the number of lanes on Virginia Street or the widening of Virginia Street westerly of Sheridan Street in order to provide adequate room for large chip trucks making the south to west left turn from Sheridan to Virginia. A revision in the radius will not be required at this intersection due to traffic patterns and protected movements provided by the signal operation.

Revising radius and inlet
as per letter

KDO/cp
Attach.
cc: H.S. Coulter
J.H. Versteeg ✓
L.E. George
B.E. Brown
Frank Morrison
Al Roth
Terry Connell

1 Versteeg
2 Christensen
George
Olson
Terpin
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OCT 16 1978
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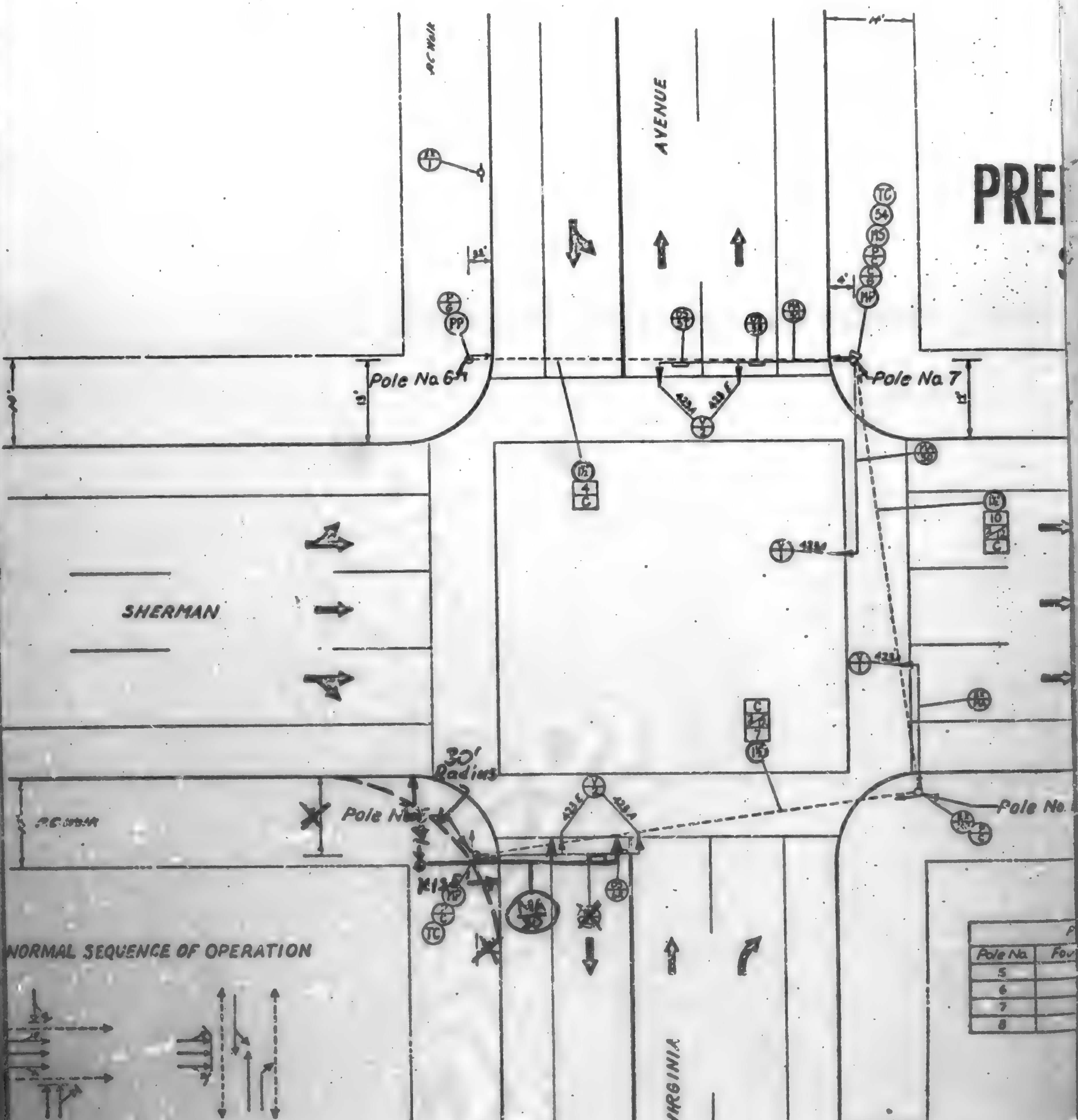

Pole No.	Fou
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9073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 10, 1978

NOTED
H. S. COULTER

J H Versteeg

FROM: J. H. Versteeg
Engineering

SUBJECT: North Bend Couplet Plans
City Engineer's Letter of
October 5, 1978

TO: H. S. Coulter
Highway Engineer

After a discussion with Bill Cranford, Duane Hofstetter, Jim Gix and Kipp Osborn we have identified the following issues.

During the development of FAU project 2691 in North Bend Mr. Cranford's office prepared a study report based on available traffic projections and estimated operational impacts of this FAU proposal.

Jim Gix, by letter of September 26, 1978, transmitted the preliminary traffic signal plans for the intersections of Virginia Street and Sheridan Avenue and Virginia Street and Sherman Avenue. The signal plans showed the lane lines and turning movements at the intersections. The truck turning movements require a curb cutback at the northwest corner of Sherman and Virginia Streets and may require a curb cutback at the southeast corner of Sheridan and Virginia Streets. A part of the misunderstanding on the part of the City can be related to the greater turning radii required for the chip trucks.

Kipp Osborn does have a meeting scheduled for October 11, 1978, in North Bend with Mr. L. Roth and Mr. Terry Connell of the City of North Bend to resolve the curb cutback problem. The preliminary traffic signal plans will be revised when the field review has been completed and an agreement reached.

Bud Shirley has been involved in the signal plan review and may have additional insight into the misunderstanding.

JHV:jh
cc: Bud Shirley
Bill Cranford
Kipp Osborn

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OCT 10 '78
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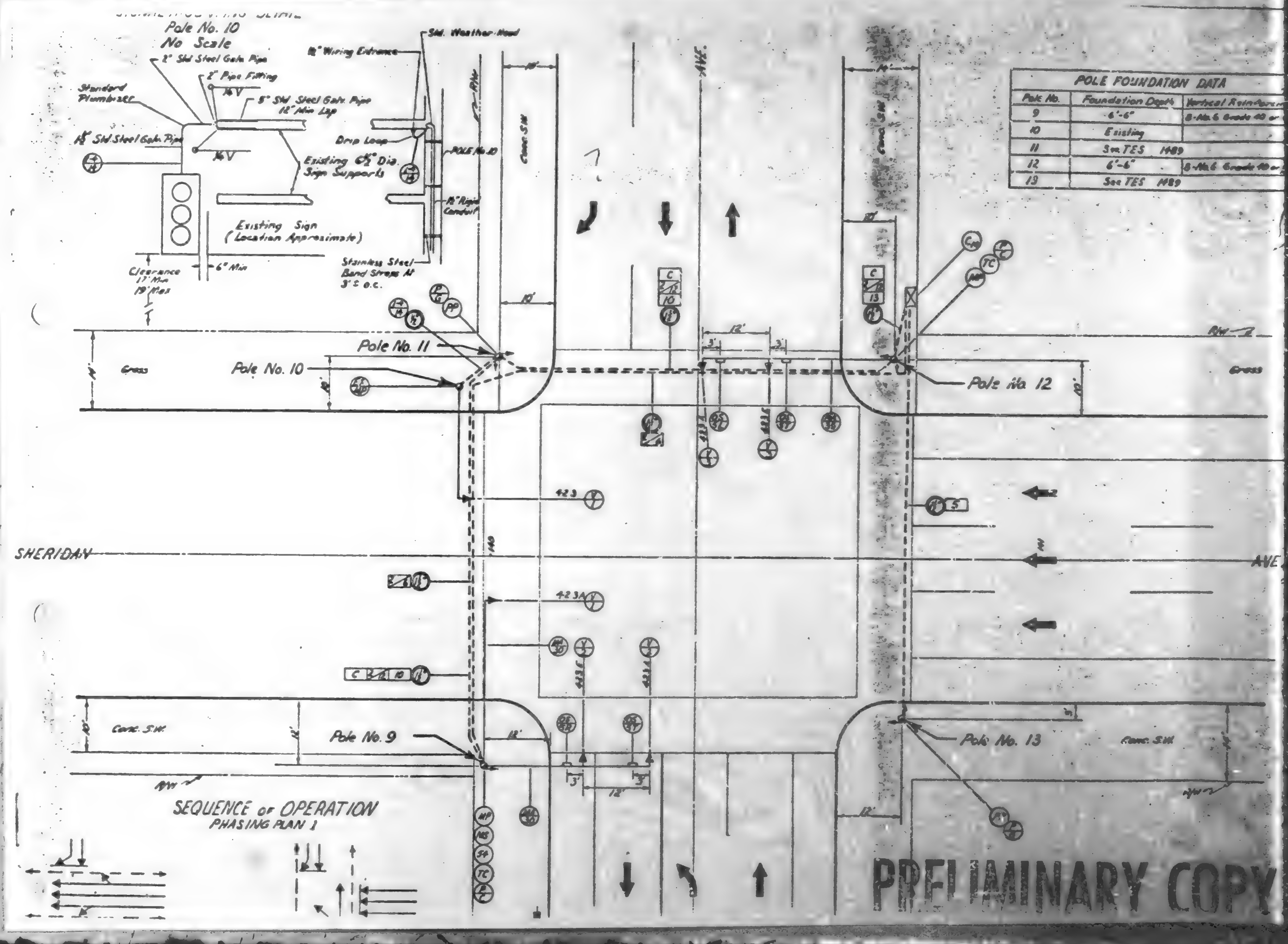
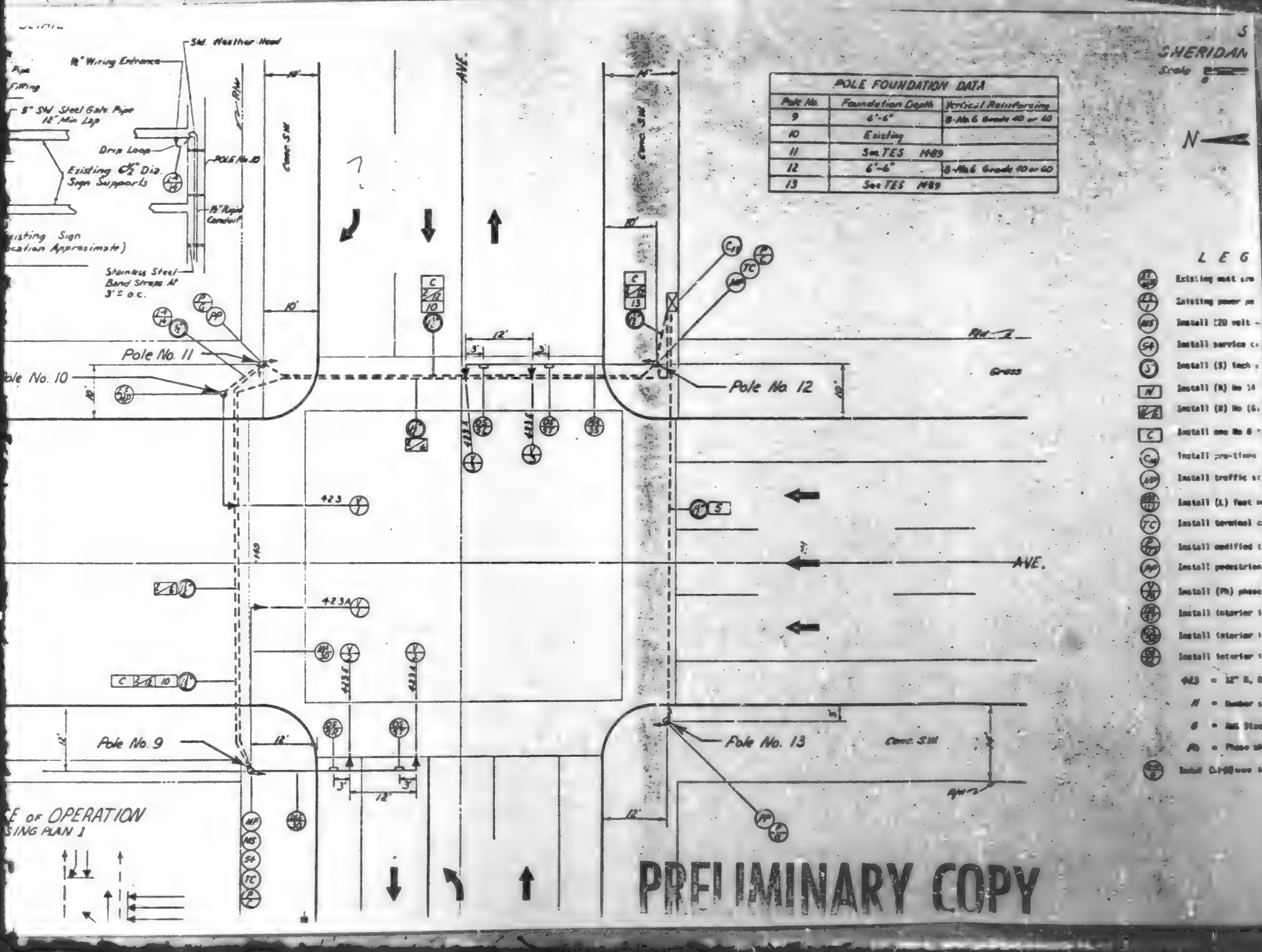
FOR

Info	Inves	R/D	D/R	Sign	Act	File



POLE FOUNDATION DATA		
Pole No.	Foundation Depth	Vertical Reinforce
9	6'-6"	8-No.6 Grade 40 or
10	Existing	
11	See TES 1489	
12	6'-6"	8-No.6 Grade 40 or
13	See TES 1489	

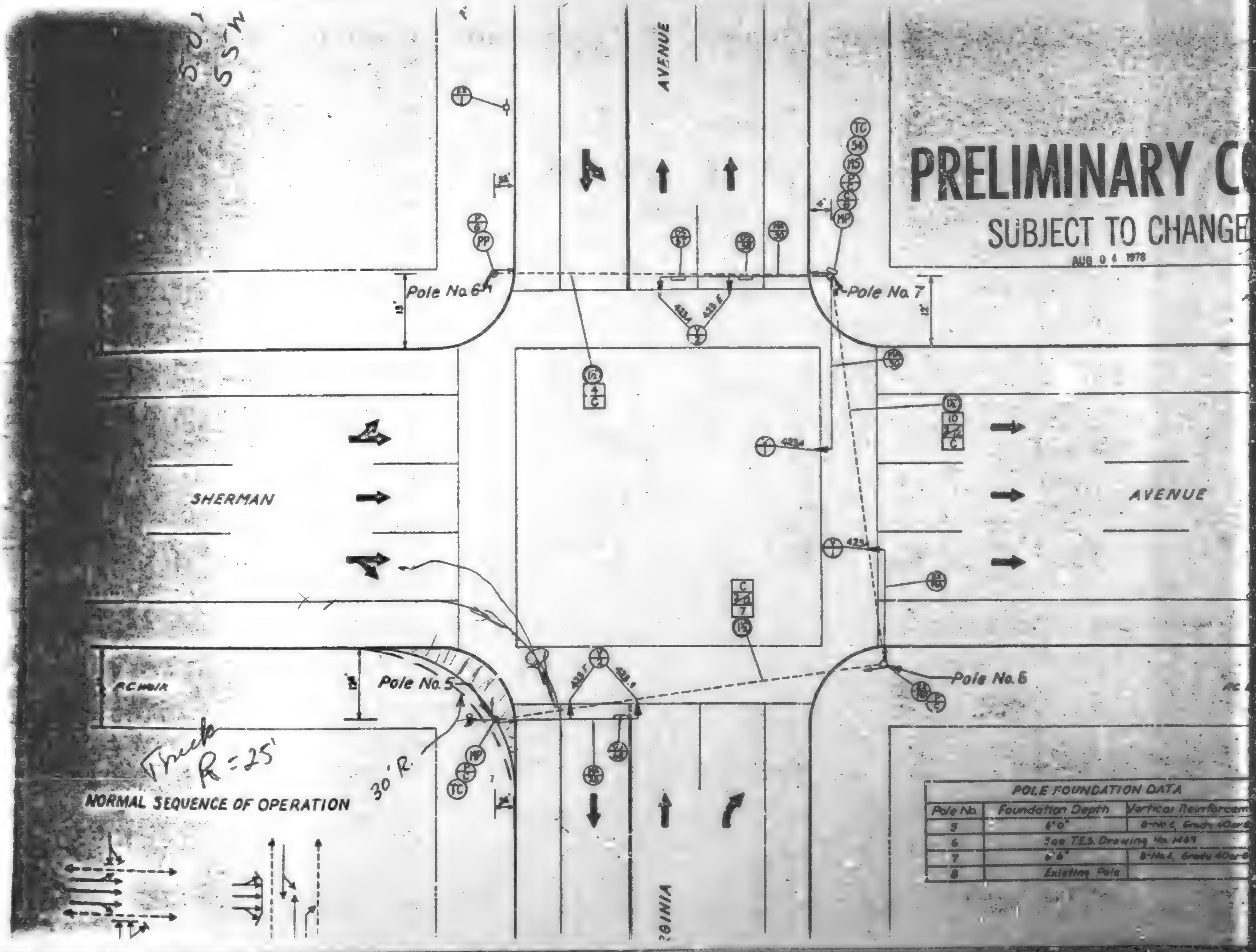
PRELIMINARY COPY



POLE FOUNDATION DATA

Pole No.	Foundation Depth	Vertical Reinforcing
9	6'-6"	8-No.6 Grade 40 or 60
10	Existing	
11	See TES M89	
12	6'-6"	8-No.6 Grade 40 or 60
13	See TES M89	

[redacted]



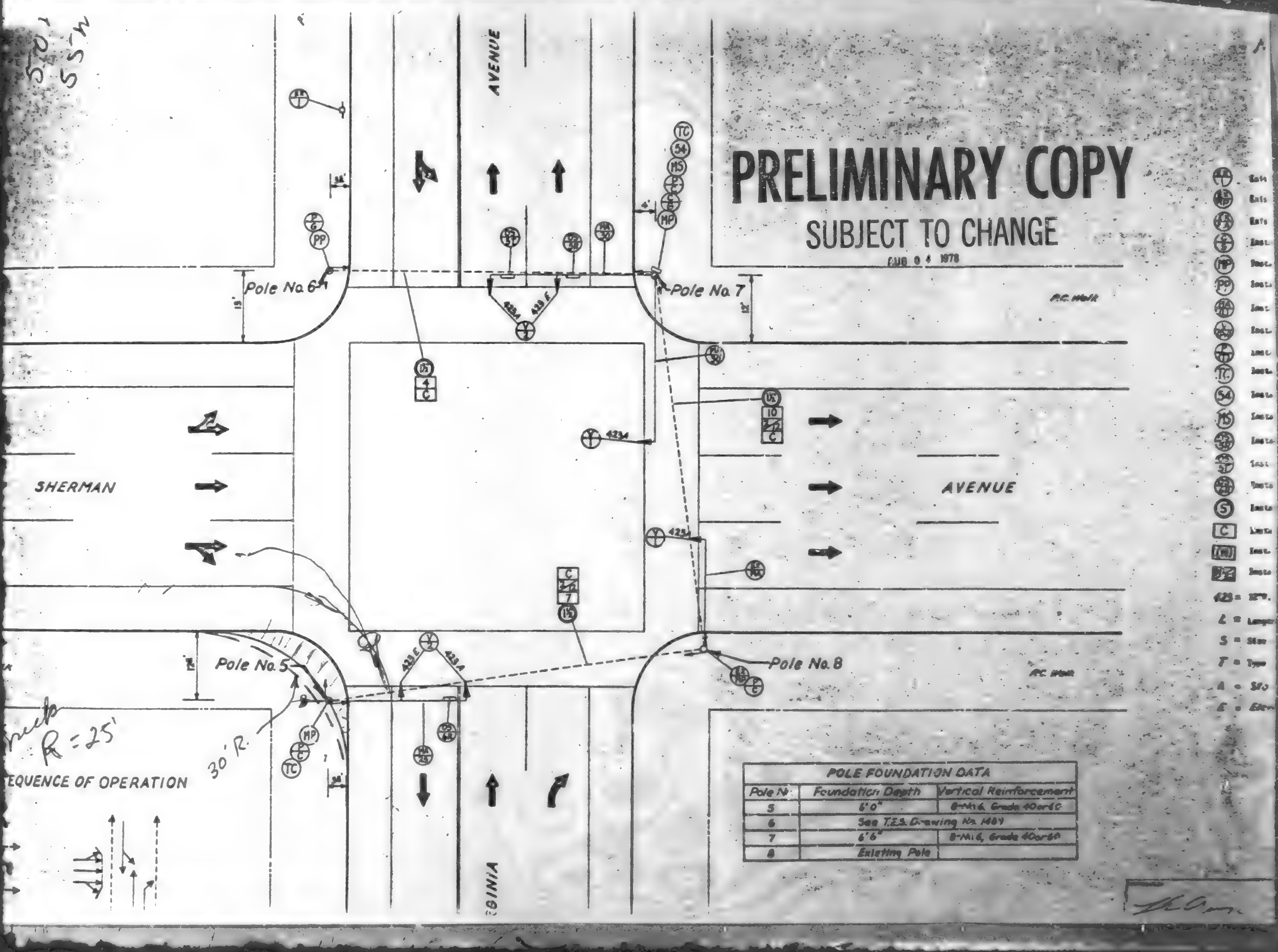
PRELIMINARY C

SUBJECT TO CHANGE

AUG 0 4 1978

POLE FOUNDATION DATA

Pole No.	Foundation Depth	Vertical Reinforcem
5	6'0"	8-No 6, Grade 40 or
6	See T.E.S. Drawing No. 1489	
7	6'6"	8-No 6, Grade 40 or
8	Existing Pole	



PRELIMINARY COPY
SUBJECT TO CHANGE
AUG 0 4 1978

POLE FOUNDATION DATA		
Pole No.	Foundation Depth	Vertical Reinforcement
5	6'0"	8-No.6, Grade 40 or 60
6	See T.E.S. Drawing No. 1484	
7	6'6"	8-No.6, Grade 40 or 60
8	Existing Pole	

City of North Bend

October 5, 1978

NOTED
H. S. COULTER

Mr. James J. Gix,
Regional Construction Engineer
DOT, Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

RE: North Bend Couplet Plans
Sept.26, 1978 ltr.

Dear Sir:

The truck turning movement plans of the above date are not acceptable to the City of North Bend.

The existing route, although not tolerable to City residents, has been used for a number of years to provide a bypass for State route users. I recognize that the State Highway Division considers this route a "convenience of the City".

However, because of numerous citizen complaints and maintenance costs, the City has tried to replace the existing truck route. The couplet appeared to be our solution to the problem, but we were concerned that it could not provide an adequate truck route without impacting downtown curbside parking. The Oregon Department of Transportation answered our concerns in a 1977 report made by the Urban Studies unit. This report indicated the couplet will not create problems of the type anticipated. Now the City is being asked to remove curbside parking to solve a problem that would not occur.

This type of error or communication failure is becoming a common practice of the Department of Transportation/Highway Division. This concerns me because I was a "Highway Division" employee for better than four years and I have always felt the "Division" deserved more credit for doing a good job than it was given. However, the experiences I have had with ODOT/Highway Division as a City Representative have certainly been less than gratifying and they have not been beneficial to the Divisions public image.

✓ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
OCT 0 9 1978
ENGINEERING SECTION

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STATE HWY ENGR
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Del Versteeg
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what is this all about

October 5, 1978

I realize that times and conditions have made Highway Division goals more difficult to achieve, but there must be a way to close the credibility gap between the Cities and the State.

The City cannot support a design which would remove curbside parking. We would prefer lane modifications; however, replacement of parking spaces removed at state expense is also acceptable.

Sincerely,

CITY OF NORTH BEND

Terry C. Connell, P.E.
Public Works Director and
City Engineer

TCC:lm
cc - Mr. Roth, City Administrator
✓Mr. H. S. Coulter, Director

3. If the couplet and other changes are implemented and Virginia is left with four lanes between Union and Sheridan, the intersection of Virginia and Sherman will operate at Level "C" in 1977 and Level "E" in 1987. Level "C" is quite desirable. Level "E" is not desirable, but is not as bad as Level "F". Despite some delay, traffic can still get through during peak hours; during the remainder of the day conditions are quite acceptable. When conditions actually approach Level "E", it is entirely possible that a low cost traffic engineering modification could improve the Level of Service.

4. If the couplet and other changes are implemented and Virginia is three-laned (with center lane available for left turns or straight through) between Union and Sheridan, the capacity will be improved to Level "B" in 1977 and Level "D" in 1987. This is due to making it easier to make turns and to wider lanes in which to maneuver. It is not advisable to three-lane Virginia west of Union because two lanes are needed in each direction. The three-laning mostly helps turning moves, and turning moves should not be as great a problem west of Union as to the east.

5. The intersection of Virginia and Sheridan is shown at Level "C" or better now. The intersection is presently unsignalized and traffic volumes are low. Conditions will change at this intersection after construction of the couplet. A three-phase signal will be necessary. Level of Service "C" will be obtained in 1977, but increasing traffic will lower the Level of Service to "D" in 1987. In order to attain Level "D" in 1987, a right turn lane will be needed westbound on Virginia. This will require the removal of from 50 to 100 feet of parking.

6. The couplet per se would not change traffic at Virginia and McPherson very much, but moving the truck route does. Current service at this intersection is at Level "A". With the changes, 1977 service will be at Level "B". In 1987, with the couplet and other changes, the usually acceptable Level of Service "D" will be obtainable.

7. There are no capacity problems forecasted at Sherman and Florida, where a signal will be relocated from Sherman and Connecticut.

Specific Questions and Issues Discussed

Attached as part of this report are two letters, a May 20, 1977 letter from the city and a May 23, 1977 letter from Region 3. The questions and issues raised in these letters (those not earlier covered in this report) as well as those received by telephone by the Urban Studies Unit will be paraphrased and discussed below.

1. How will a signal at Virginia and Harrison impact traffic movement on Virginia, considering construction of the couplet?

   There should be no discernable impact on the area under study by a signal at Harrison. The impacts of the couplet have been discussed earlier.

2. Is Virginia a reasonable alternative to the existing truck route?

   Virginia does appear a viable alternate to the existing truck route. Three-laning Virginia between Union and Sheridan will provide wider lanes for trucks and ease turning problems.

3. Questions relating to capacity--are there any bottlenecks?

   Levels of Service (capacities) have been discussed earlier. The Urban Studies Unit discovered no bottlenecks. The Levels of Service shown by Table 1 are based on recommended lane configurations and turning moves evident to our technicians (see Figure 2). Many other combinations are possible and other engineers may be able to improve upon this work.

4. Can the city expect additional curbside parking restrictions?

   In general, No. However, near 1987 a right turn lane may be desirable westbound on Virginia on the east side of Sheridan. One hundred feet of parking removal would satisfy this need, if in fact it actually occurs.

5. Will there be truck turning path problems at Sherman and Sheridan?

   Map 7 shows a suggested radius design for Virginia and Sherman. Curbs should have a 25-foot minimum radius. It should be remembered that Sherman presently has four narrow lanes. With the couplet concept, the wider 12-foot lanes will ease turning moves from present conditions.

   There should be no truck turning problems at Virginia and Sheridan.

9073

N. Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 10, 1978

FILE: PRO 6

FROM: James Gix
JAMES J. GIX
Regional Construction Engineer

SUBJECT: Florida Ave.-Vermont Ave.
FAU 2691 - N.B. Coast Highway
Coos County

TO: J. H. Versteeg
Head of Engineering

Attention Don Stoudenmeyer

On September 13, Jack Ayres, Frank Morrison and writer met with Any Hoefer, Terry Connell and Al Roth at the North Bend City Hall to discuss the North Bend Couplet on US101.

We gave them the latest estimate on construction costs which indicated that their matching share was $29,200 and that this did not include construction engineering or the connections or expansion to the storm system they had proposed on the preliminary plans review. We estimated they should be prepared for up to $39,000 matching money to cover all contingencies. They were not happy but felt they could get Council support.

We did go over the storm sewer addition and they agreed that they could live with the corrections at the south end of the project. I called this information in to your office so that plans could proceed. This still requires approximately 1050 feet sewer and about $45,000, most of which applies to the FAU portion of the project.

I advised them that they would be responsible for all the match on any sewer construction on the FAP project.

jjg/cw

cc F. D. Morrison
G. Wimer

1 Versteeg ✓
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 16 1978
ENGINEERING SECTION

Trout Dml
Do Not File ☐
Return To
Bring Up / /
Action

Drainage will be added to project! $39,000 match will cover new estimate
10-18-78 Dml

9073

2772

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-TQM-2691(3)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM NO.

ITEM NO. 80400

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 9-29-78

DATE AUTHORIZATION EFFECTIVE 9-29-78

FEDERAL ROUTE NUMBER FAU-2691

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Florida Ave.- Vermont Ave. (North Bend)

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $627,866 - Federal Funds $538,518.

NOTED
F. B. KLABOE

Swan
10-6

DATE 9-29-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoover

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ENVIRONMENTAL REVIEW CHECKLIST N. Bend

ALL CLEAR 9/20/78

Donald L.

10-26-78 Bid Letting ____________ All Clear Deadline

SECTION FLORIDA AVE.-VERMONT AVE. (NORTH BEND)
Highway FAU 2691
County Coos Region 3
Type of Work G,P,Sig, 1-way couplet Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration		☒			☒
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

9073

2691

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

September 19, 1978

Mr. Al Roth
City Administrator
P.O. Box "B"
North Bend, OR 97459

Dear Mr. Roth:

Sometime back a parcel of right of way in the vicinity of Star of Hope was discussed relative to the Sherman-Sheridan Couplet project in North Bend. It was our understanding that the County was to deed this parcel over to the city.

If this is the case could you give me a status update or verification of the transaction? We need this information to proceed with the right of way phase of this project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/kn

cc: D.H. Moehring ✓
Frank Morrison
Bill Brown

9073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

September 18, 1978
Salem, OR 97310

FROM: Tony
Anthony George, Env. Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports--
October Contract Letting

TO: Gary A. Potter
Manager

J. H. Versteeg
Head of Engineering

E. S. Hunter
Technical Services Engineer

Versteeg
1 Christensen Doc
George
Olson
Turpin
Xcopy Sullivan
Scott
Savage

RECEIVED
SEP 19 1978
ENGINEERING SECTION

2 Trout
Do Not File ☐
Return To
Bring Up / /
Action

Attached are the pertinent noise study reports for the October letting schedule. Also attached are the noise study reports needed for early advertisement. These are:

Tualatin Valley Hwy. at SW 170th Ave. Washington County
Snake River (Ontario Spur) Bridge, Malheur County
Brogan Hill-Brogan, Malheur County
Florence/Eugene Hwy.-M.P. 5.7, Lane County
Boothill Cemetery-Dog Creek, Grant County
Florida Ave.-Vermont Ave., Coos County

No traffic noise abatement is proposed. All of the projects except Florida Ave.-Vermont Ave. are recommended for construction time constraints as follows:

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, a pile driving constraint is recommended for the Snake River Br. project, and a blasting constraint is recommended for the Brogan Hill-Brogan project. These are as follows:

> No pile driving (blasting) operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

I concur with my staff that the noise reduction benefits to be derived from implementing these recommendations more than outweigh any inconvenience to construction. The piledriving and blasting constraints are consistent with our Statewide Noise Study Report.

Your approval is requested.

9C73

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

for G L Gaither

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80400
Project No. M-TQM-2691 (3)
Florida Ave.-Vermont Ave. (North Bend) Section
Coos County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's intention to receive bids for this project on November 16, 1978.

State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval were previously forwarded.

DRH:pf
Attachments

cc: Alfred Shirley
Gary Zehner

N
H
N
Dntl.

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W. O.	9-14-78	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		City St., Florida Ave.-Vermont Ave.(North Bend)	ADT	4,400	---	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (33 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Gr, Dr, H-T Pave, Traffic Signals								M-TQM-	2691

CARD			
	CLASS OF FEDERAL FUNDS: Urban System & Transition Quarter	COUNTY NAME: Coos	CODE 011
	NAME OF URBAN AREA: Coos Bay	ROUTE NO. U FEDERAL-AID: 2691	STATE: City St.* U.S.: - - -

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) 6203/04** Y031		"Florida Ave.-Vermont Ave. (North Bend) Section" "TQM" "M"	 0.376	240,000 393,000	205,800 337,000	34,200 28,000	--- 28,000 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH		0.376	633,000	542,800	62,200	28,000 (City)
1	14	PROGRAM APPROVAL DATE:						

* Sheridan Ave.
** Contractors Option

REMARKS

Additional Data: Item No. M-64
Nos. M-2691 (1) and M-2691 (2)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

9-14-78

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., Florida Ave.-Vermont Ave.(North Bend)		4,400	---	98	10	Oregon	41	W32 124	80400'

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Traffic Signals								M-TQM-	2691	(3)		

Urban System & Transition Quarter

Coos Bay

COUNTY NAME: Coos
CODE: 011

ROUTE NO. U
FEDERAL-AID: 2691
STATE: City St.*
U.S.: - - -

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
OW								
NST ODE) 3/04** 031		"Florida Ave.-Vermont Ave. (North Bend) Section" "TQM" "M"	 0.376	240,000 393,000	205,800 337,000	34,200 28,000	--- 28,000 (City)	ROW- 80' normal; Access control - none; Parking Restrictions- none.
	DRH	PROJECT TOTALS	0.376	633,000	542,800	62,200	28,000 (City)	

OVAL DATES

* Sheridan Ave.
** Contractors Option

REMARKS

Additional Data: Item No. M-64 & 80275; Project Nos. M-2691 (1) and M-2691 (2) respectively.

-OVER-

USCOMM DUSCOMM-DC 45208-P61

Florida Ave.-Vermont Ave. (North Bend) Section
Project No. M-TQM-2691 (3)

Data for PR 37

Type Code
Type Code
TOTAL

Remarks (Contrinued):

This project is jointly financed using Urban System and Transition Quarter federal aid funds. Transition Quarter funds will be used to accomplish the required work necessary to convert the Oregon Coast Highway (US 101), within the contract limits, to function as a Southbound leg of a couplet in conjunction with Sheridan Ave. (FAU 2691) which will function as the Northbound leg of the couplet.

Project Data: The proposed work is as follows:

1) Grade, Drain and High-Type Pave (Sheridan Ave.) 52-foot curb section to provide 3-12 foot travel lanes with 8-foot shoulders.

2) Grade, Drain and High-Type Pave Connections to Oregon Coast Highway (Sherman Ave.) including necessary work to function as Southbound leg of couplet.

3) Install multiphase traffic signals at intersections of Florida Ave. at Sherman Ave. and Sheridan Ave. at Virginia Ave., remove signal at Sherman and Connecticut Ave., move master controller to Sherman at Virginia Ave. to integrate the system.

Note;

1) This project is in Congressional District No. 4.
2) On-the-job trainees, as set forth in FHWA interim 7-2 (2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Data for PR 37:

Type Code 5203/04 ----------------------	$548,000.00
Type Code Y031 -------------------------	85,000.00
TOTAL	$633,000.00

an System and Tran-
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within the contract
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an Ave.) 52-foot
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intersections of Florida
at Virginia Ave., remove
move master controller
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ct No. 4.
HWA interim 7-2 (2),
PS&E stage and the
s.

9073

7-78

NOISE STUDY REPORT

Florida Ave.-Vermont Ave. (North Bend) Sec.
FAU 2691 (N. Bd. Oregon Coast Hwy.)
Coos County

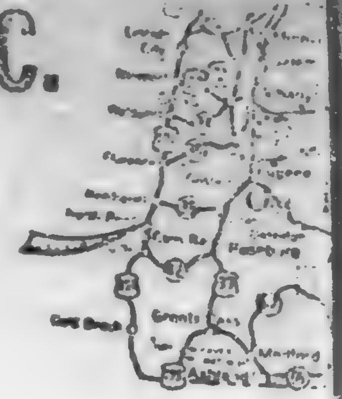
Prepared by
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Assistant Environmental Engineer

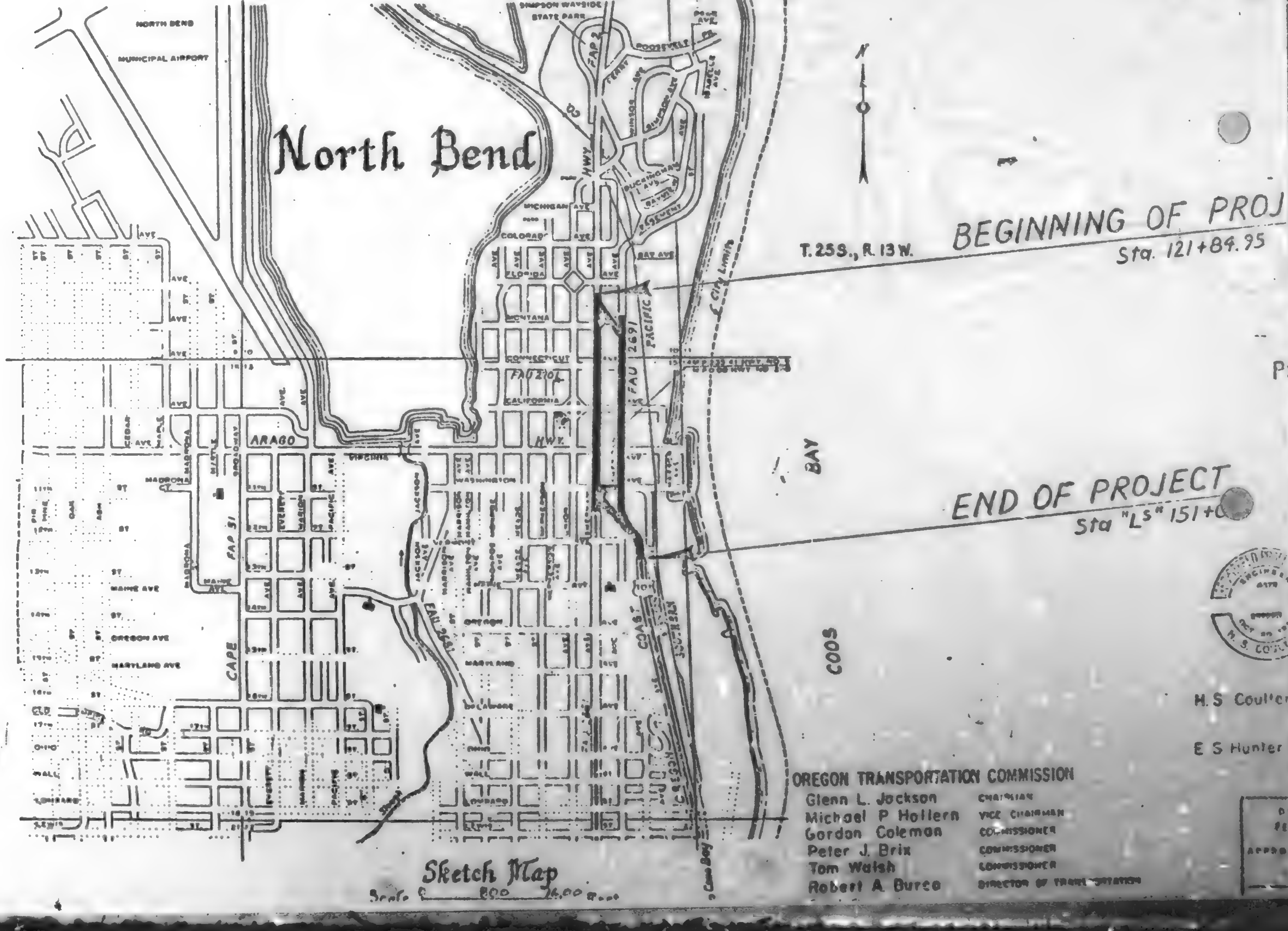
August, 1978

FLORIDA AVE.-VERMONT AVE. (NORTH BEND) SEC.

FAU 2691 (N. BD. OREGON COAST HWY.)

COOS COUNTY





H.S Coulter

E S Hunter

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION

Florida-Vermont Avenue (North Bend)
FAU-2691 (North Road Oregon Coast Highway)
Coos County

I. Description of Project

The project will convert approximately ½ mile of a congested four-lane portion of the Coast Highway in the central business district of North Bend into a one-way couplet, utilizing Sheridan Avenue which lies parallel and one block east of Sherman Avenue, the present highway. The northerly merger takes place at Montana Avenue and is completed as the highway approaches Florida Avenue. The southerly merger takes place immediately south of Washington Avenue and is completed about 600 feet southerly of Washington.

Sherman Avenue will then take northbound traffic, with Sheridan Avenue retaining the southbound.

The existing cross-section of Sherman Avenue is a 52-foot wide (curb to curb) street on an 80-foot wide right-of-way. The street is marked to provide four moving lanes approximately nine feet wide and on-street parking is permitted along both curbs. Pretimed traffic signals are at the intersections of Connecticut and Virginia Avenues with Sherman Avenue. Left turn movements are prohibited on both approaches to Virginia with Sherman. Motorists northbound on U.S. 101 desiring to travel North on U.S. 101 are directed via Sheridan Avenue. The truck route is located on Meade and Connecticut Avenues.

The existing cross-section of Sheridan Avenue is a 52-foot wide (curb to curb) street on an 80-foot wide right-of-way. The street is marked to provide four moving lanes approximately nine feet wide between Washington and Virginia Avenue. The remainder of Sheridan is marked to provide two moving lanes. Curbside parking is permitted along both curbs of the street throughout the project area.

The proposed route with Sherman and Sheridan as one-way streets would provide three 12-foot traffic lanes with 8-foot parking lanes adjacent to the curbs in each through direction.

II. Detailed Noise Analysis

A. Activities or Land Uses Adjacent to Project

Sherman Avenue, travels through the central business district of North Bend. Land use adjacent to this route is of a commercial nature and consists of retail stores, service stations, a bank, restaurants, taverns, professional offices and similar types of businesses. The existing comprehensive plan identifies the area as desirable for commercial land use. The zone map and zoning ordinance implements the comprehensive plan by zoning the area as a commercial zone. There is no evidence at this time to suggest that the existing land use in this area would be altered in the foreseeable future.

Land use adjacent to Sheridan Avenue is industrial and consists of firms and businesses which generally fall into an industrial designation. The comprehensive plan identifies the area as desirable for industrial land use. The zone map and zoning ordinance has zoned the area as an industrial zone. There is no evidence at this time to suggest that the existing land use of this area would be altered in the forseeable future.

The "Land Use and Zoning" map (figure 1) is a facsimile of the city's zone map and shows the existing zoning. The "Sheridan Avenue Land Use" map (figure 2) identifies by occupant the type of land use adjacent to the Sheridan Avenue segment of the proposed route.

B. Predicted Traffic Noise Levels

As a one-way street, one-half the traffic volume would be removed from Sherman Avenue and traffic noise levels would be expected to decrease somewhat. With one-half the traffic volume from Sherman Avenue directed to Sheridan Avenue, noise levels along Sheridan would be increased. The increase in noise levels directly attributed to traffic is not expected to have a significant impact on the immediate area due to the lack of sensitive noise receptors.

Calculated existing traffic noise levels at 50' from the center line of the near travel lane, range from 84 to 86 dBA L_{10} along Sherman and 68 to

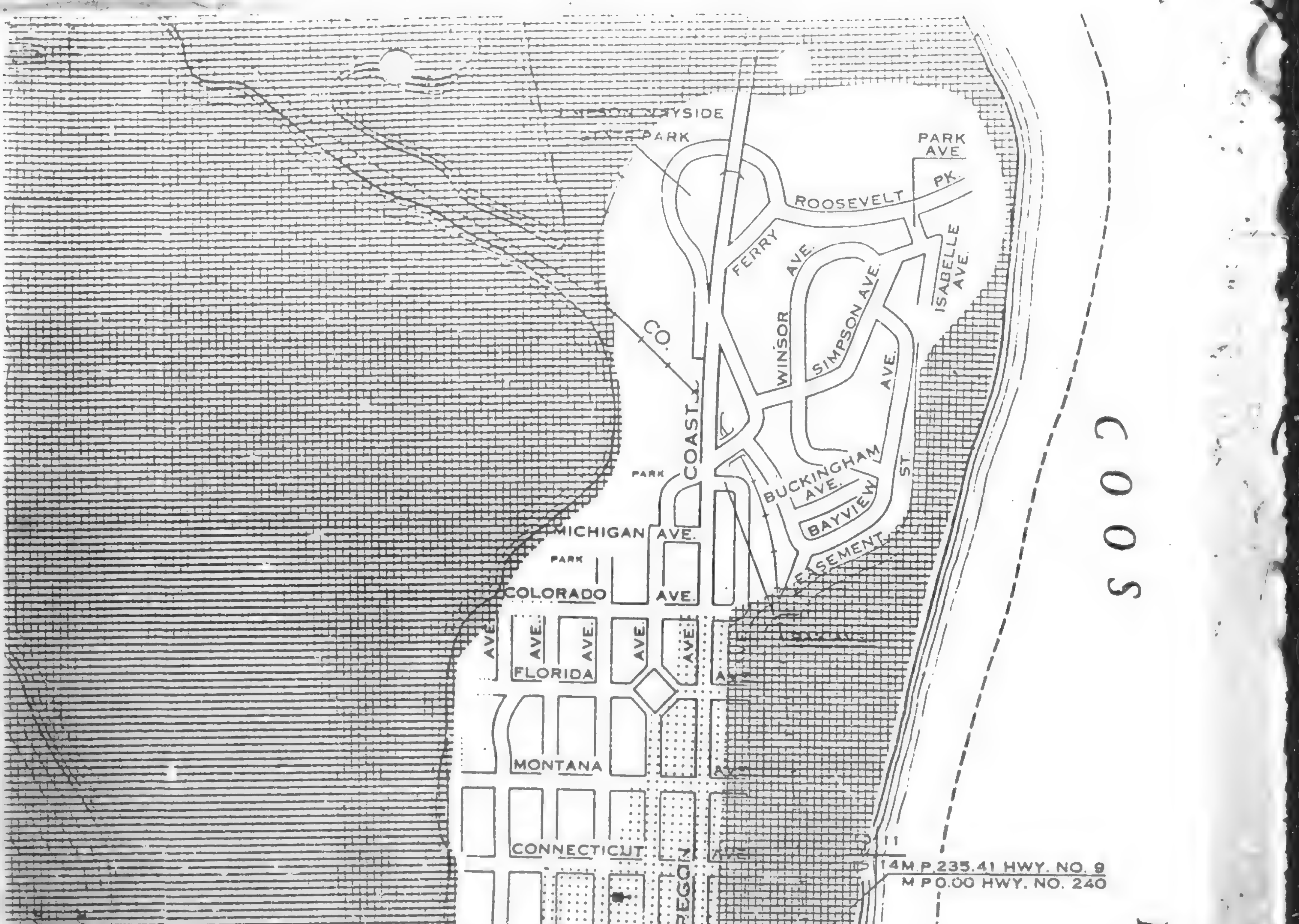
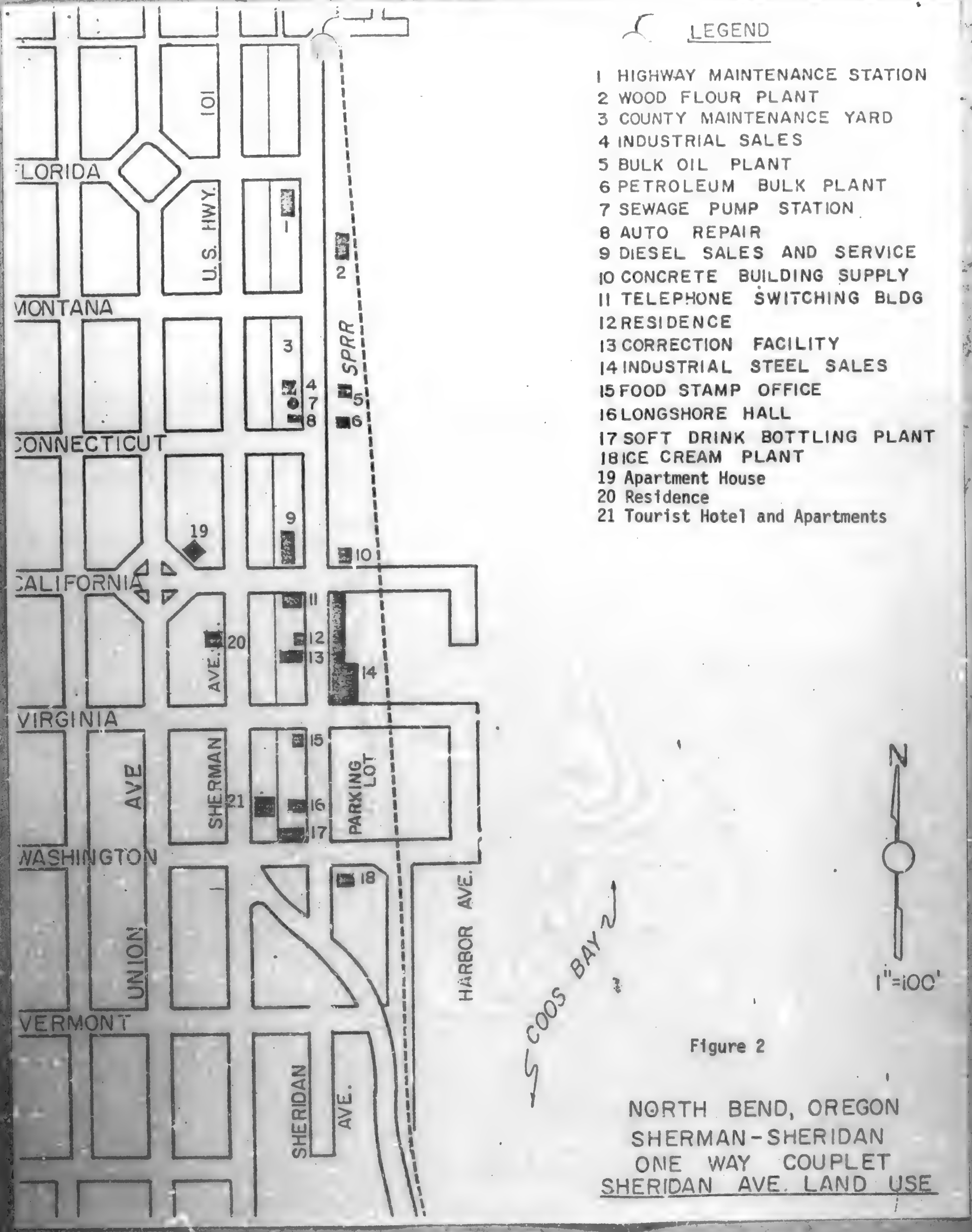

WAYSIDE
STATE PARK
PARK AVE
ROOSEVELT PK.
FERRY
WINSOR AVE.
SIMPSON AVE.
ISABELLE AVE.
AVE.
CO.
COAST
PARK
BUCKINGHAM AVE.
BAYVIEW
ST.
EASEMENT
MICHIGAN AVE.
PARK
COLORADO AVE.
AVE.
FLORIDA
MONTANA
CONNECTICUT
OREGON
CALIFORNIA
14 M.P. 235.41 HWY. NO. 9
M.P. 0.00 HWY. NO. 240
ARAGO
HWY.
NO. 240
VIRGINIA
AVE.
WASHINGTON
EVERETT
MARION
ST.
PACIFIC
JACKSON
HARRISON
HAMILTON
MONROE
MEADE
McPHERSON
UNION
SHERMAN
COOS
BAY
N
1" = 800'
COMMERCIAL
INDUSTRIAL
RESIDENTIAL
NORTH BEND, OREGON
SHERMAN - SHERIDAN
ONE WAY COUPLET
LAND USE AND ZONING

Figure 1



LEGEND

1 HIGHWAY MAINTENANCE STATION
2 WOOD FLOUR PLANT
3 COUNTY MAINTENANCE YARD
4 INDUSTRIAL SALES
5 BULK OIL PLANT
6 PETROLEUM BULK PLANT
7 SEWAGE PUMP STATION
8 AUTO REPAIR
9 DIESEL SALES AND SERVICE
10 CONCRETE BUILDING SUPPLY
11 TELEPHONE SWITCHING BLDG
12 RESIDENCE
13 CORRECTION FACILITY
14 INDUSTRIAL STEEL SALES
15 FOOD STAMP OFFICE
16 LONGSHORE HALL
17 SOFT DRINK BOTTLING PLANT
18 ICE CREAM PLANT
19 Apartment House
20 Residence
21 Tourist Hotel and Apartments

Figure 2

NORTH BEND, OREGON
SHERMAN-SHERIDAN
ONE WAY COUPLET
SHERIDAN AVE. LAND USE

72 dBA L_{10} along Sheridan. Anticipated 1990 no-build traffic noise levels are 85 to 88 dBA L_{10} for Sherman, and 71 to 75 dBA L_{10} along Sheridan. The traffic noise levels after completion of the project are expected to be from 80 to 82 dBA L_{10} along both Sherman and Sheridan and by the year 1990 these levels are expected to reach 83 to 86 dBA.

The new couplet will reduce the existing noise level along Sherman by 2 to 6 dBA and the expected 1990 levels by 1 or 2 dBA. The new couplet will increase existing noise levels along Sheridan by 9 to 14 dBA, and from 10 to 13 dBA above the anticipated 1990 levels for existing facility.

Table 1 indicates the predicted noise levels along Sherman and Sheridan for the years 1976 and 1990 with both the build and no-build configurations. The number in ( ) indicates the unobstructed distance from the centerline of the near lane to the L_{10} 70 dBA noise level.

These noise levels are above design noise levels as given in FHPM 7-7-3 (see exhibit 1).

C. Traffic Noise Impacts

All residential, commercial, and industrial development along Sherman Avenue and Sheridan Avenue will be impacted by traffic generated noise levels in excess of design levels in 1978 and 1990. Residences and other category B activities will be impacted by traffic noise levels above the FHWA design level of L_{10} 70 dBA. Commercial establishments and other category C activities will be similarly impacted above the FHWA design level of L_{10} 75 dBA. Finally, structures (either activity B or C) will be impacted by increased traffic noise levels along Sheridan Avenue. The increase will correspond to approximately 9 to 14 dBA L_{10} and is roughly equivalent to a doubling of sound loudness.

D. Evaluation of Noise Abatement Measures

A possible means of mitigating traffic generated noise levels can be accomplished by sound barriers, such as suitable walls or earthern berms. Sound reducing barriers, however, should be long enough or situated so as to

TABLE 1

L_{10} dBA Noise Levels @ 50'

	1976		1990	
	No-Build	Build	No-Build	Build
SHERMAN @				
Florida	86 (338)	80 (166)	88 (450)	86 (294)
No. of Virginia	84 (269)	81 (178)	85 (325)	83 (225)
So. of Virginia	84 (275)	82 (188)	85 (338)	84 (231)
So. of Washington	84 (288)	82 (200)	85 (356)	84 (244)
SHERIDAN @				
Florida		80 (166)		86 (294)
No. of Virginia	72 (66)	81 (178)	75 (102)	83 (225)
So. of Virginia	68 (38)	82 (188)	71 (59)	84 (231)
So. of Washington		82 (200)		84 (244)

Exhibit 1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.
3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.
4/ See Paragraphs 8c, d, and e for method of application.

prevent flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective. Business and residences adjacent to Sherman Avenue and Sheridan Avenue require direct access to the one-way couplet. Design of effective sound barriers is not feasible without eliminating their access to the street. Requirements for direct access to Sherman Avenue and Sheridan Avenue precludes the mitigation of noise impacts with sound barriers, therefore, this method was not evaluated further. In addition, such considerations as potential danger to vehicular occupants and pedestrians caused by limited sight distance, excessive barrier height due to topography, and potential loss of roadside advertising for local merchants also contribute [redacted]

Other noise mitigating methods, such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Since this project involves a primary Oregon Highway with a Federal Highway designation (U.S. 101), use of traffic control measures would adversely impact both the flow of interstate commerce and the convenience of the motoring public. [redacted]

The increase of 9 to 14 dBA L_{10} along Sheridan Avenue is not judged to be significant in a commercial/industrial area. Only two single-family residences and two apartment houses (see figure 2) are impacted by being above design noise levels or by increased noise levels. Two apartment houses and one residence which are located along Sherman Ave., will actually benefit by decreased noise levels caused by the traffic shift to Sheridan Avenue. These developments do not conform to existing land use, land use plan or zoning.

[redacted]

III. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. Table #2 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction. As shown in Table #2, developed areas adjacent to Sherman Avenue and Sheridan Avenue will be exposed to high noise levels from individual pieces of equipment. Mitigating construction noise, by the temporary placement of sound barriers, was not feasible for the same reasons that permanent barriers were not suggested.

Time constraints on construction during nighttime periods are not feasible due to the disruption to downtown business that construction would cause during the day.

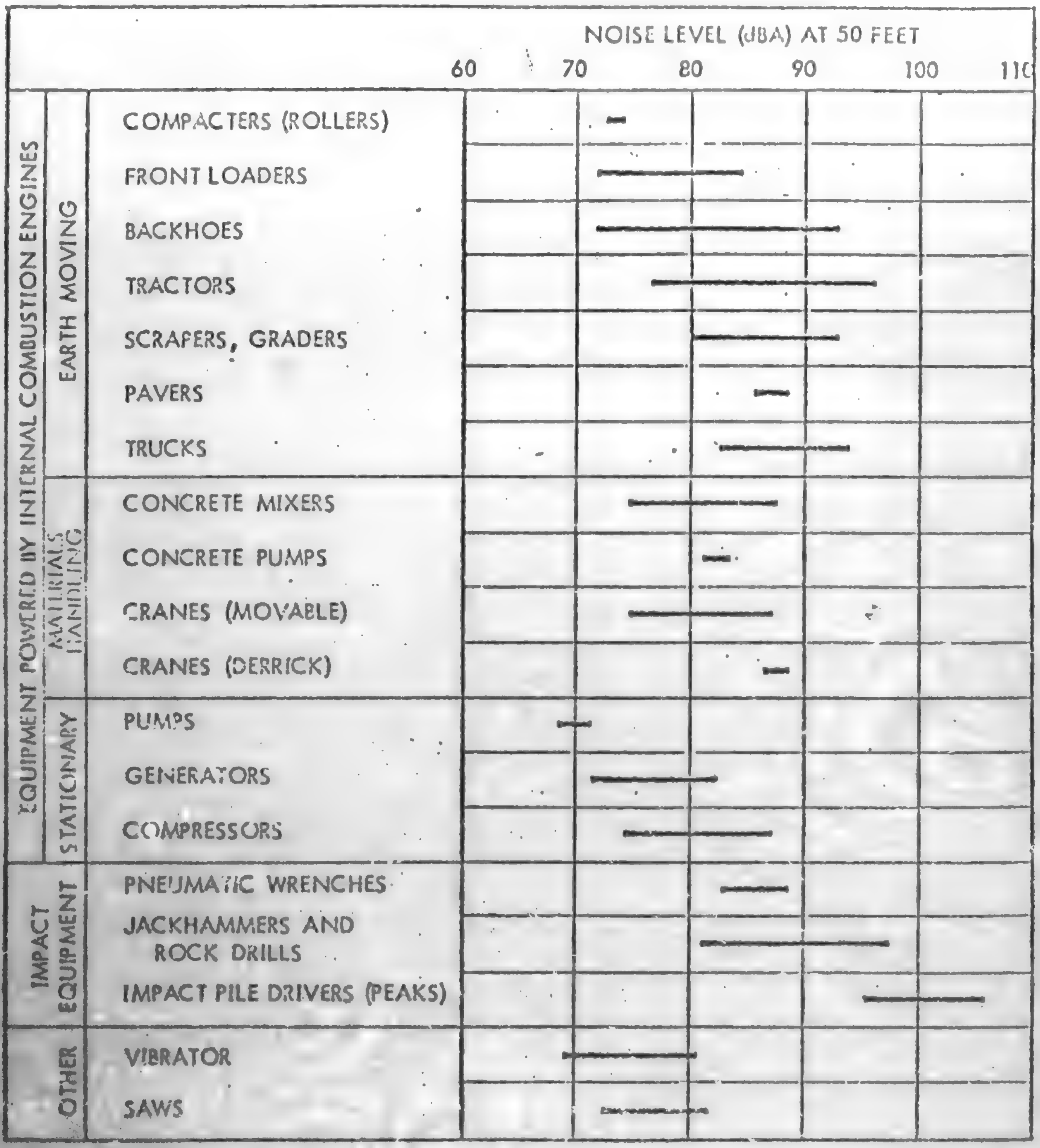
IV. Local Coordination and Notification

To date, coordination with local officials has occurred through the preparation of the draft and final Negative Declaration documents, Florida Avenue - Vermont Avenue (North Bend). The general public was notified through a public hearing.

Predicted traffic noise levels for 1978 and 1990 are in conflict with the FHWA design noise levels for land use activity category B and C (see exhibit #1). It is urged that the city remain cognizant of this conflict along Sherman Avenue, and Sheridan Avenue, and that land use plans, zoning, and/or building code requirements be made compatible with the noise environment.

A copy of this report along with the FHWA policy on land use will be sent to the city of North Bend and to the Coos County Planning Department for their information.

TABLE 2
Construction Equipment Noise Ranges



9073

ROUTING SLIP

Date: 8-29-78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 3
District Number

ATTENTION: JIM GIX

FROM: ZEHNER

COMMENTS: Attached is estimate, description & plan for removing storm sewer from Sanitary Sewer System. It appears the major cost would fall on Primary system. Please review w/city and advise whether plans should show this addition.

Form 731-0022 (1/78)

SP*70504-734

FLORIDA - VERMONT
One-way (FAUS)
North Bend

OREGON STATE HIGHWAY D[illegible]

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 7/5/78

Section Florida Ave. Vermont Ave.

County Coos

Kind Of Work City's share in Sewer work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra Work					
	Trench Exc.		C.Y.	537	12^{00}	64
	12-inch Sewer Pipe		Lin Ft	1170	15^{00}	17,5
	6-inch Sewer Pipe		Lin Ft	70	6^{00}	[illegible]
	Extra For [illegible]		Lin Ft	1152	13^{00}	14,976
	CG-1 Inlets		Each	6	600	3,6
	R[illegible] CG-1 Inlet		Each	1	500	5
						$43,3
	+ 20% Eng & Cont.					8,66
	Total				$	52,00

City of North Bend
NORTH BEND, OREGON 97459

June 15, 1978

Mr. Jack Ayres
State Highway Division
Roseburg, OR 97470

Re: One-Way Couplet -- North Bend, OR

Dear Jack:

My apologies for the delay in getting storm sewer separation to you. The objective of keeping storm water out of the sanitary sewer is simple enough, the method gets a bit complex. All this gets more muddled as one agency sets a 5 year moratorium on pavement cuts and another sets a deadline for storm-sanitary sewer separation. It appears that a workable solution would include the following and we recommend that the construction be included in the one-way couplet.

STORM SEWER

Sherman Avenue ---

Construct catch basin bubblers at Florida, Montana, and Connecticut. Disconnect and plug line to sanitary sewer. The intent is to allow the water picked up in these basins to drain east on the side streets mentioned and get into the storm catch basins on Sheridan.

Sheridan Avenue ---

Extend 12" storm line from Virginia to Washington, Washington from Sheridan to Sherman and extend to south on Sherman outside the construction zone so this line could be extended by us at a later date. Disconnect all catch basins from the existing sanitary and connect to new storm line.

RECEIVED
JUN 20 1978
ENGINEERING SECTION

Versteeg
I Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

SANITARY SEWER

Sheridan Avenue ---

Extend laterals from sanitary sewer to east R/W line at south R/W line of Montana and 150 feet south of the south line of Montana.

Modify the existing catch basins at Cutlips (90 feet south of Washington) and extend to property line for use as sanitary sewer lateral.

The enclosed drawings indicate the areas of concern mentioned above.

Should you have any questions, please do not hesitate to call. Thank you.

Sincerely,

CITY OF NORTH BEND

Andrew Hoefer Jr.

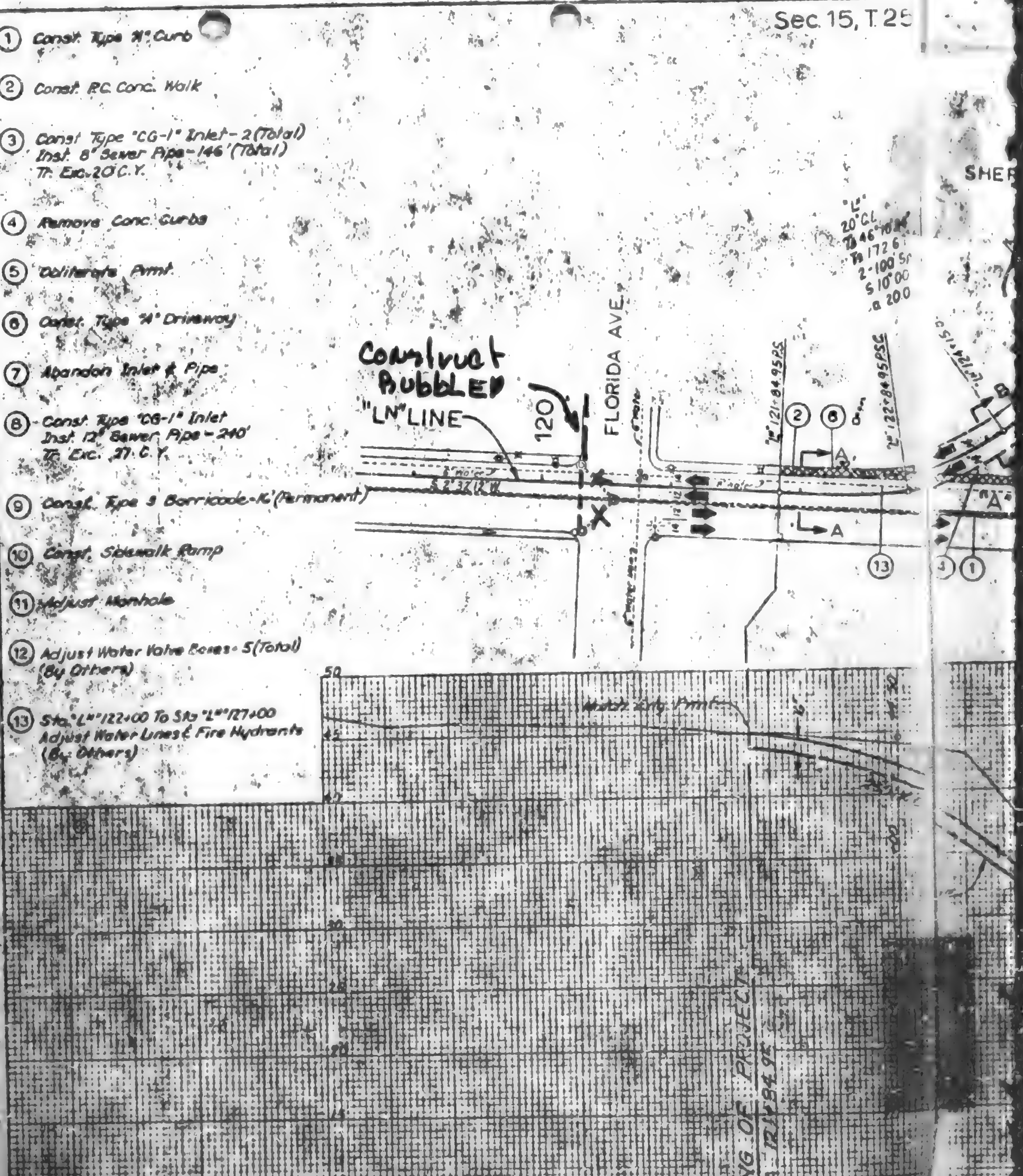
Andrew Hoefer, Jr.
Assistant to the Engineer

for

Terry C. Connell, P.E.
Director of Public Works

AH:tm
Enclosures - (3) Drawings

Sec. 15, T. 25



Construct Bubbled "LN" LINE

① Const. Type "A" Curb

② Const. P.C. Conc. Walk

③ Const. Type "CG-1" Inlet - 2 (Total)
Inst. 8" Sewer Pipe - 146' (Total)
Tr. Exc. 20 C.Y.

④ Remove Conc. Curbs

⑤ Obliterate Pvmt.

⑥ Const. Type "A" Driveway

⑦ Abandon Inlet & Pipe

⑧ Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe - 240'
Tr. Exc. 27 C.Y.

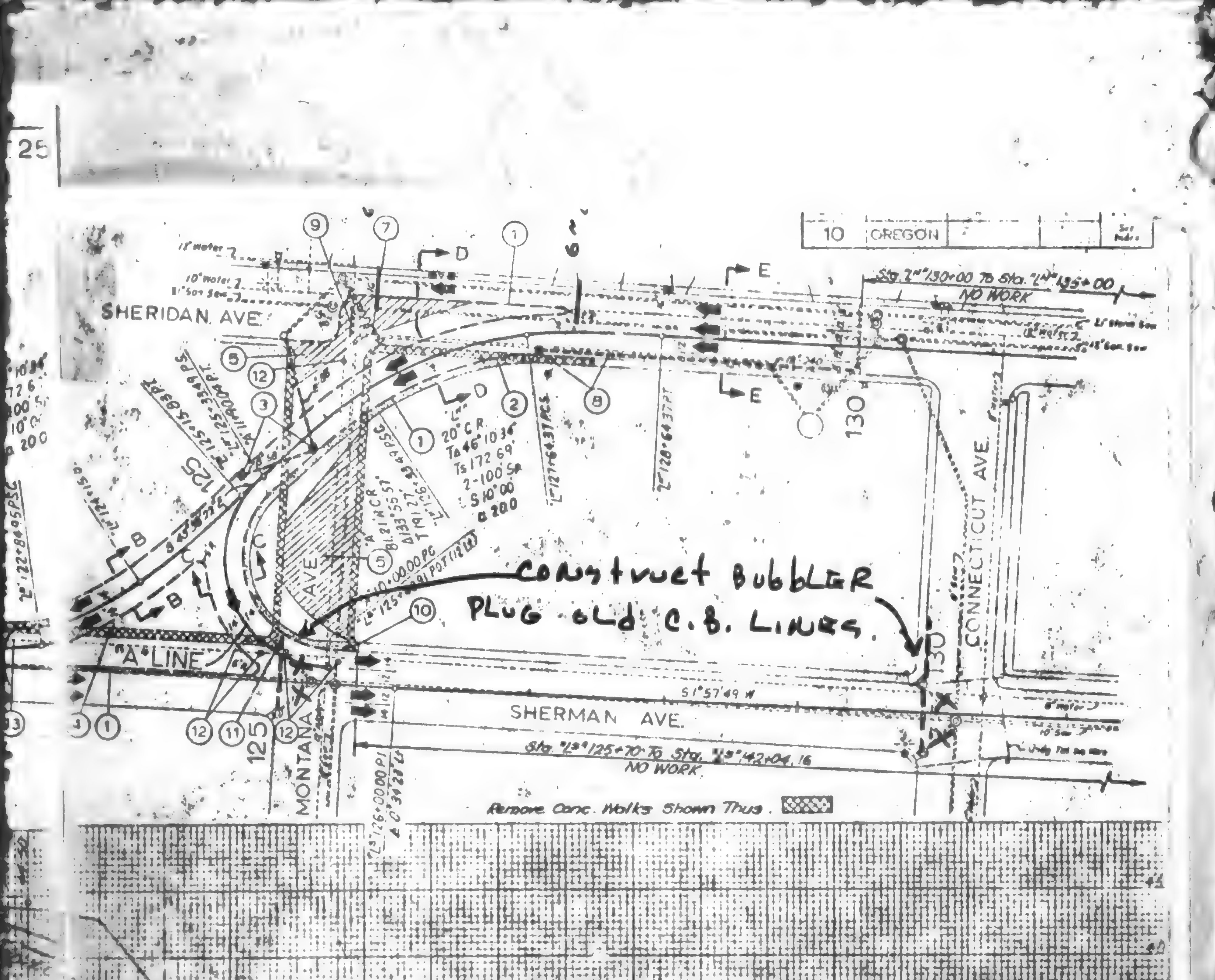
⑨ Const. Type 3 Barricade - 16' (Permanent)

⑩ Const. Sidewalk Ramp

⑪ Adjust Manhole

⑫ Adjust Water Valve Boxes - 5 (Total)
(By Others)

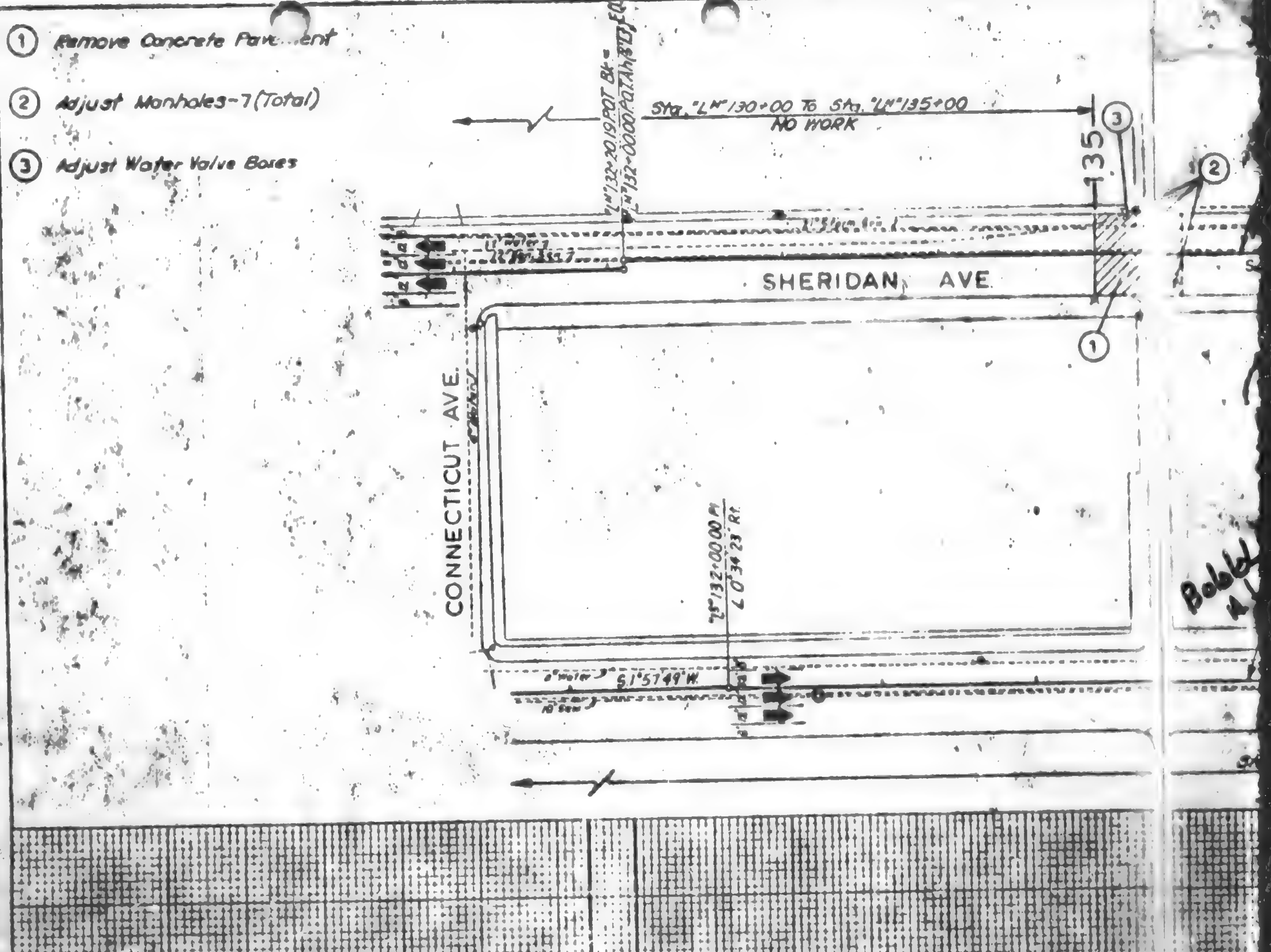
⑬ Sta. "L" 122+00 To Sta. "L" 127+00
Adjust Water Lines & Fire Hydrants
(By Others)

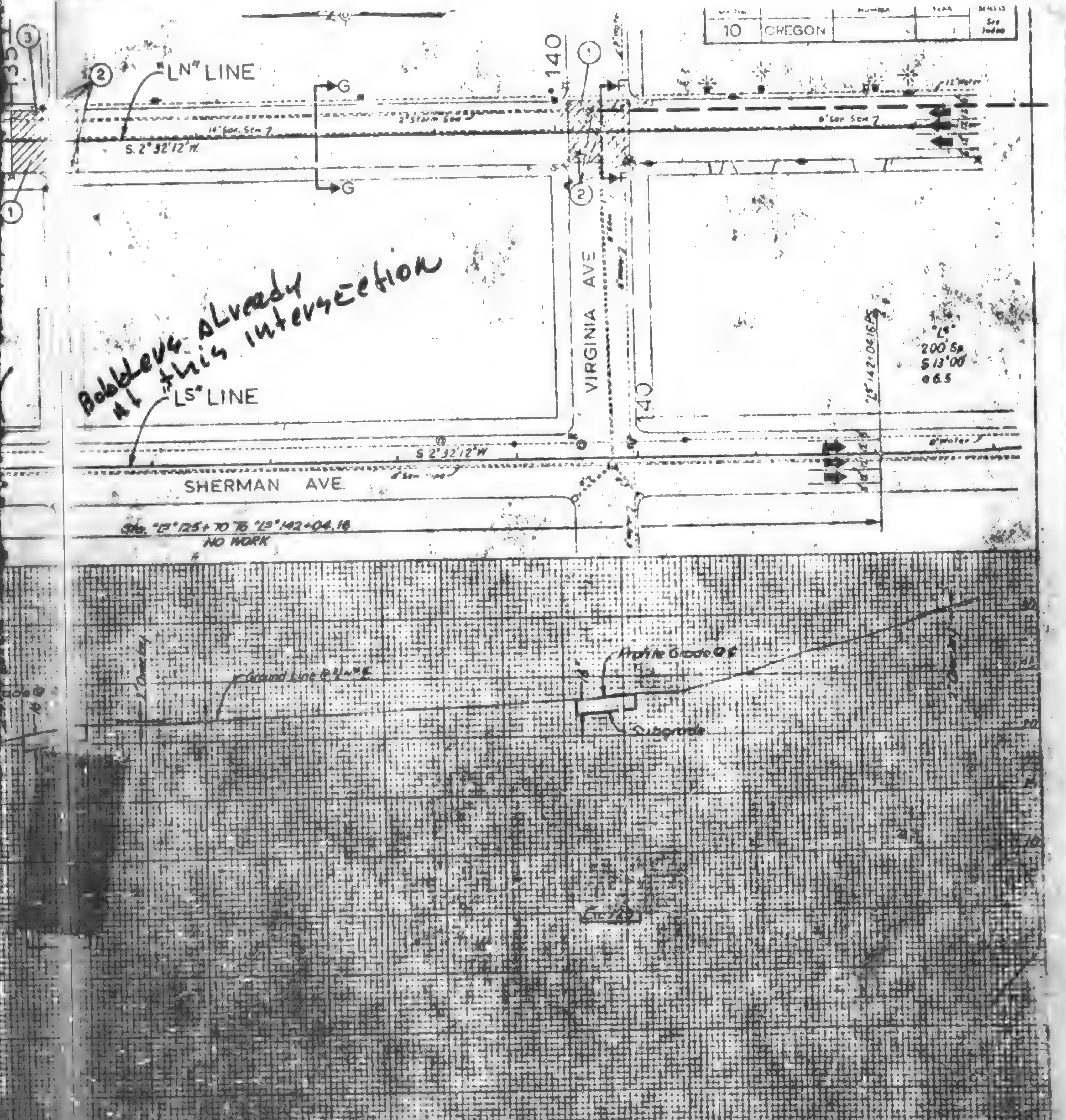

10 OREGON
SHERIDAN AVE.
CONNECTICUT AVE.
SHERMAN AVE.
MONTANA AVE.
"A" LINE
Sta. "L" 130+00 To Sta. "L" 135+00
NO WORK
Sta. "L5" 125+70 To Sta. "L5" 142+04.16
NO WORK
20° C.R.
Ta 46°10'34"
Ts 172.69'
2-100' SR
S 10.00
α 200
S 1°57'49" W
D
E
B
125
130
CONSTRUCT BUBBLER
PLUG OLD C.B. LINES
Remove Conc. Walks Shown Thus
Ground Line @ ℄
Profile Grade @ ℄
Match Exist. Pvmt.
Emb.
①
②
③
⑤
⑦
⑧
⑨
⑩
⑪
⑫

① Remove Concrete Pavement

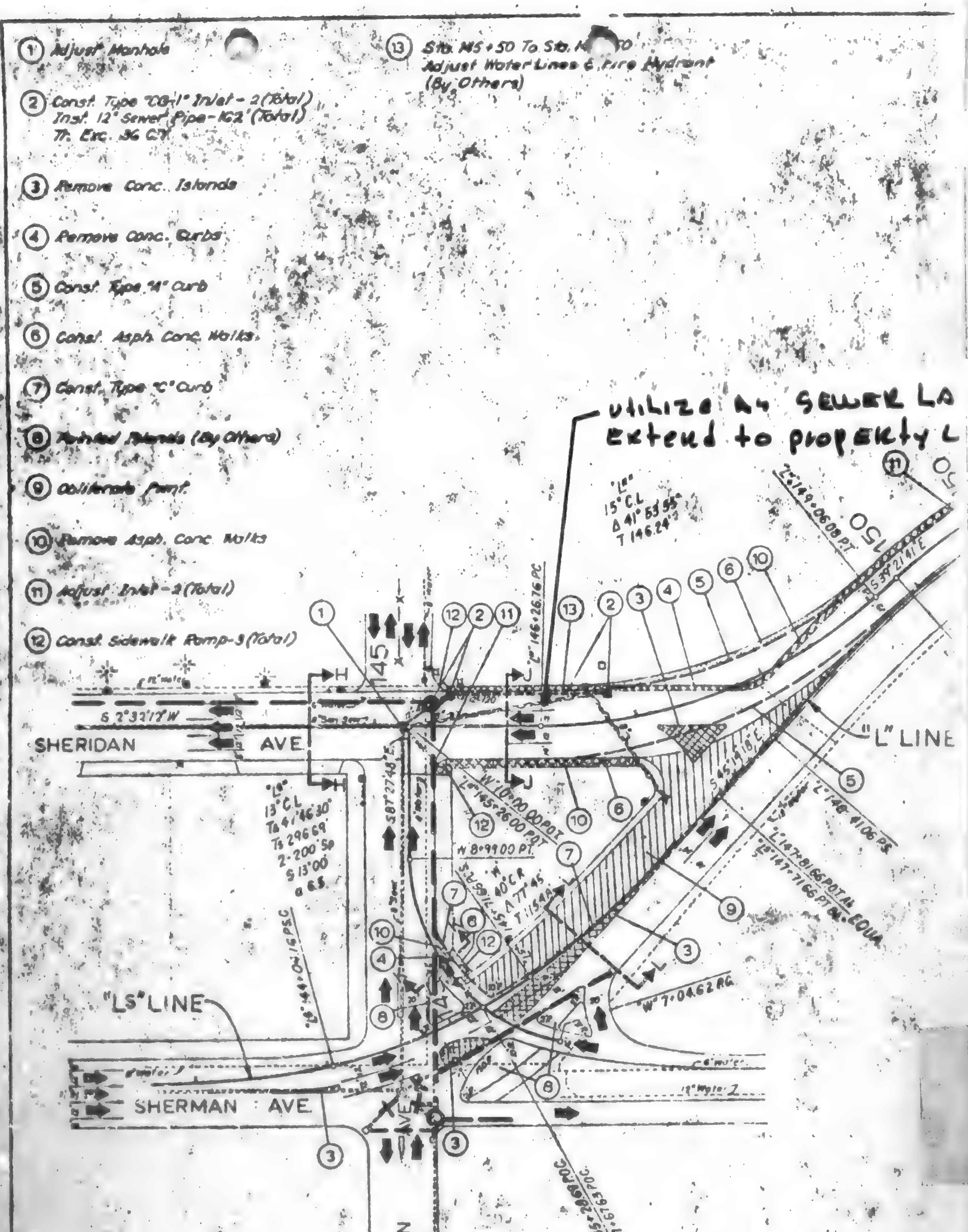
② Adjust Manholes-7 (Total)

③ Adjust Water Valve Boxes





Bobblers already at this intersection



① Adjust Manhole

② Const. Type "CG-1" Inlet - 2 (Total)
Inst. 12" Sewer Pipe - 162' (Total)
Tr. Exc. 36 C.Y.

③ Remove Conc. Islands

④ Remove Conc. Curbs

⑤ Const. Type "A" Curb

⑥ Const. Asph. Conc. Walks

⑦ Const. Type "C" Curb

⑧ Painted Islands (By Others)

⑨ Obliterate Pavt.

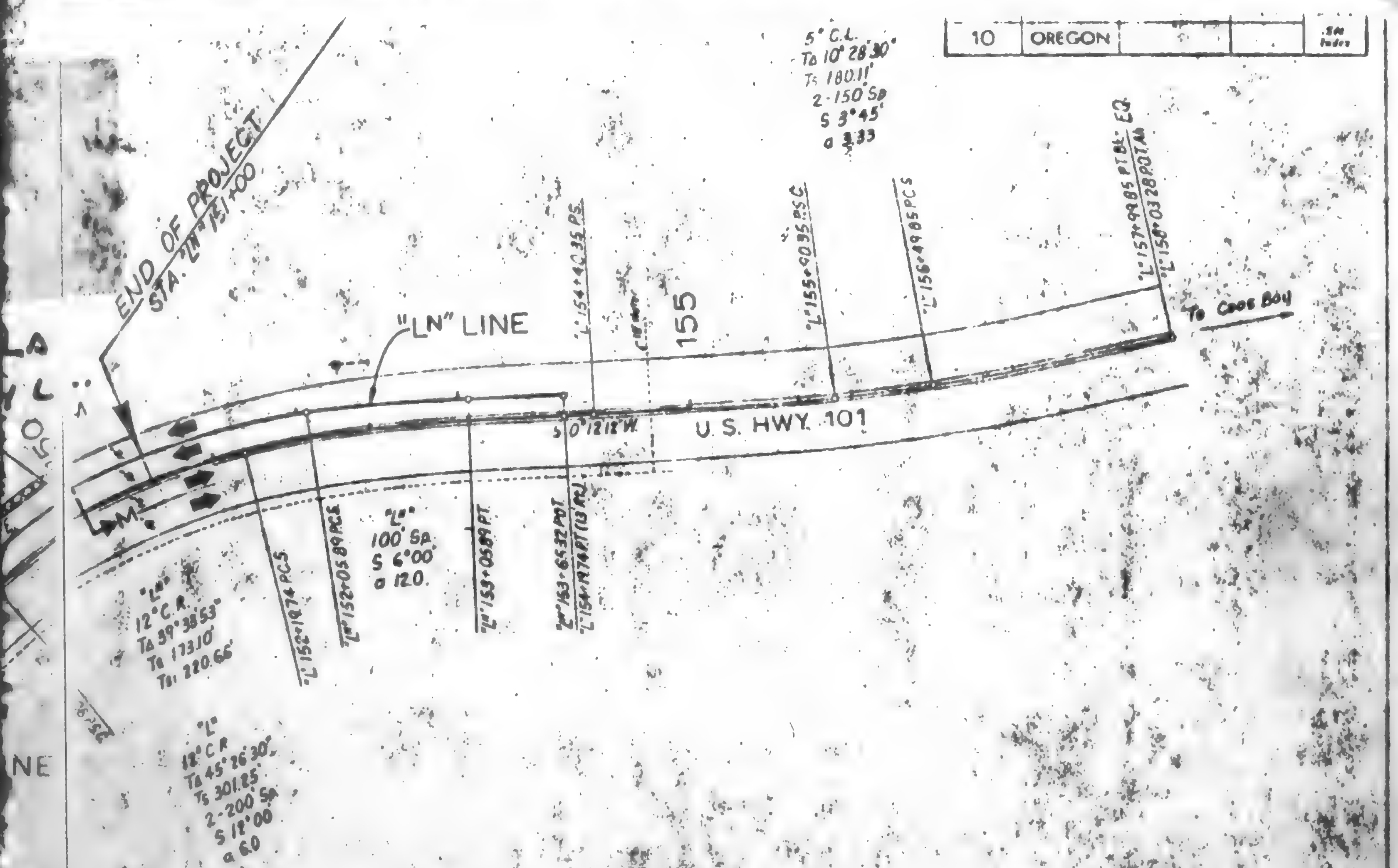
⑩ Remove Asph. Conc. Walks

⑪ Adjust Inlet - 2 (Total)

⑫ Const. Sidewalk Ramp - 3 (Total)

⑬ Sta. 145+50 To Sta. 1
Adjust Water Lines & Fire Hydrant
(By Others)

Utilize 4" Sewer La
Extend to property L..



— sanitary sewer Lat.

--- 12" storm sewer.

O std. Manhole.

Connect existing catch basin lines to new storm line. Plug old line

Connect new catch basins to new storm line

1073

PROJECT MANAGEMENT OFFICE MEMO

Date 8-29-78

Subject Florida Ave. - Vermont Ave. File No.

Received (~~call~~) (visit) from Don Stadenmeyer

Address

Made (call) (~~visit~~) to Terry Connell, J.X. Wilson, Jim Gix Phone

Reason for contact and general discussion: Don is waiting for an answer from City of North Bend re: $52,000 Storm sewer to be added to Job or not. Terry did not have a copy of estimate but was working thru Region. Jay said Jim Gix knew. Jim says he hasn't seen anything but that Frank Morrison had sent in proposal. Don S. file has letter to Ayers from City describing sewer design, w/Plan, Sent letter, estimate & plans to Gix w/request to review w/City and advise if storm sewer to be added to plans.

Signature Gary E. Z

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

(H)

4073

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of North Bend
City Hall
North Bend, Oregon 97459

Attention of Mrs. Arseal Burnett
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1871

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Right of Way Advance Deposit $3,560.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$500.00	
		To be transferred to State Highway Funds for the Right of Way on the Florida Avenue - Vermont Avenue Project. FAUS 2691 Agreement No. 5629		$3,060.00

If payer has made payment for this service, indicate the amount of payment $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $3,560.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 6-1912-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

9073

N. Bend

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 11, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

TO: J. H. Versteeg
Head of Engineering

SUBJECT: File 50114 - Cutlip
Florida Ave.-Vermont Ave.
(North Bend) Section
Oregon Coast Highway
Coos County

Attached is a request from Region 3 to revise this file to include complete restriction of access.

Would you please revise the authorization to negotiate to include complete access restriction.

RJH:jk
attachment

they are still working on alternate access for this property, but not on to either of the project streets. (Per Dick Wilson)
8/15/78

Floyd — revise authorization, please.

1 Versteeg ✓
Christensen
George
2 Olsen
Terpin
Sullivan
3 Scott
Savage

RECEIVED
AUG 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Revised desc. to R/W 8-15-78

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 12

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 27, 1978

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: Richard Wilson
Region Appraiser

SUBJECT: File No. 50114-Cutlip
Florida Ave.-Vermont Ave.
Oregon Coast Highway
Coos County

It is the recommendation of this office that the above subject file be appraised on the basis that no vehicle access be provided.

Currently Cutlip's operation involves backing trucks into the entrance which, if it were continued after the construction of the North Bend couplet, would provide a very dangerous condition to the northbound traffic.

as/cw

cc J. B. Boyd

RECEIVED
AUG 1 1978
ROSEBURG R/W

SECTION
RECEIVED
[illegible]

9073

July 13, 1978

Mrs. Arseal Burnett
City Recorder
City of North Bend
City Hall
North Bend, OR 97459

Dear Mrs. Burnett:

We have received the City's check as advance deposit for the right-of-way acquisition phase of the Florida Avenue-Vermont Avenue Section of Sheridan Avenue.

The Urban System Project Agreement for the project outlines the City's financial responsibility for right-of-way acquisition under "THINGS TO BE DONE BY CITY" of Section II (Right-of-Way). Basically, the City is required to submit an advance deposit equal to 11 percent of the total cost of the right-of-way and upon completion, City's total contribution shall be equal to 50 percent of the difference between the actual total right-of-way costs and the amount contributed by the Federal Government.

State and City entered into a Right of Way Services Agreement on June 8, 1977 which outlines the duties of State and City to accomplish the right-of-way acquisition.

A review of these two documents may satisfy your concerns. If you have questions, please contact Mr. Virgil Wilson, Region Right of Way Supervisor at 672-6755, or this office.

Very truly yours,

Gerald Wimer

G. W. Wimer
Local Government Manager

GEZ/a
bc Jack Ayers
Virgil Wilson

Mocksing
Harwell
Grange
Zehner

M

City of North Bend
NORTH BEND, OREGON 97459

July 3, 1978

G. W. Wimer
Local Government Manager
Oregon State Highway Division
Highway Accounting, Room 434
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer:

I have enclosed the City of North Bend's check, No. 502, in the amount of $3,560.00, as requested.

The City does, however, question whether our agreement calls for the city to participate in land acquisition costs relative to the Florida Avenue-Vermont Avenue Section of Sheridan Avenue, and would appreciate your response to this inquiry.

Sincerely,

CITY OF NORTH BEND

Arseal Burnett

Arseal Burnett
City Recorder

Enclosure

notified ayers 7-6-78

PROJECT MANAGEMENT
PME LGE CCE
FAE ☐ OM ☐ OPE ☐
JUL 5 1978
TAA Zehner File: PM FA LG OP

Zehner – Draft response
V. Boyd – Deposit check w/acct
Done 7-10-78 [redacted]

9073

May 19, 1978

City of North Bend
City Hall
North Bend, OR 97459

Attn: Al Roth
City Administrator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the Right-of-Way acquisition phase of the Florida Avenue-Vermont Avenue Section of Sheridon Avenue.

Financial sharing of the Right-of-Way phase is:

Total R/W	$50,000
Federal Funds	42,880
Balance	$ 7,120
Local Share:	

50% of $7,120 = $3,560

Please make your check in the amount of $3,560 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER
G. W. Wimer
Local Government Manager

GEZ:dmc

bc: w/AD#427: Vern Skoog - Please return completed AD#427
when check is received.
Region 3 Federal Aid Engineer

Dmd.

9022

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

5-12-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-2691(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
M-64

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER STATE ROUTE NUMBER
	5-11-78	FAU 2691 City Street

GENERAL LOCATION:

"Sherman-Sheridan Ave. Couplet (North Bend) Sect.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION including utility preparatory work
TEC $3,000 - FF $2,574
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 4-25-78 letter.

Swan
5-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-78		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

1075

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 4, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80275
Project No. M-2691(2)
Florida Ave.-Vermont Ave. (N. Bend) Section
Coos County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Approval of a minor program change to the FY 78 Annual Program to include in the character of proposed work "Right-of-Way Phase", at an estimated total cost of $50,000 with federal funds of $42,880.

2) Authorization to proceed with the actual acquisition of the right-of-way as outlined in red on the enclosed sketch maps at an estimated total cost of $50,000 with an obligation of $42,880 in federal funds. No relocation is involved, therefore, assurances regarding the availability of replacement housing is not required.

CL:dmc
Enc.
cc: J. Boyd
F. Lowe
B. L. Gifford
Zehner ✓

Budget Bureau No. 41-R20

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-4-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., Sheridan Ave. (N. Bend)	ADT	PRESENT 4,400	FUTURE (66) (70) 16,100	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Right of Way Acquisition	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SURV ACCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 2691

CARD	CLASS OF FEDERAL FUNDS Urban System			COUNTY NAME Coos			(14
	NAME OF URBAN AREA 17-31 Coos Bay	ROUTE NO. U	FEDERAL-AID 2691	(32)	STATE City St.	(36) (37)	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Florida Ave.- Vermont Ave. (N. Bend) Section	0.54	50,000	42,880	3,560	3,560 (city)
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.54	50,000	42,880	3,560	3,560 (city)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data: see item no.	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-4-78

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., Sheridan Ave. (N. Bend)		4,400	16,100	98	10	Oregon	41	W32	80275

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. / DESIG.
quisition								M-	2691	(2)	

Urban System

Coos Bay

COUNTY NAME: Coos — CODE: 011

ROUTE NO. U — FEDERAL-AID: 2691 — STATE: City St. — U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW		"Florida Ave.- Vermont Ave. (N. Bend) Section	0.54	50,000	42,880	3,560	3,560 (city)	
ONST (CODE)								ROW-80' normal; Access Control-none; Parking Restrictions-none.
CL		PROJECT TOTALS	0.54	50,000	42,880	3,560	3,560 (city)	

PROVAL DATES

REMARKS
Additional Data: see item no. M-64; Project No. M-2691(1)

-over-

USCOMM DUSCOMM-DC 49908-P61

Flordia Ave.-Vermont Ave. (N. Bend) Section
Project No. M-2691(2)

Project Data: Work under this project consists of right of way acquisition all phases for the future construction of Sheridan Avenue as the northbound portion of a couplet.

FHPM 7-7-2 Requirements: Final negative declaration approved by FHWA on April 20, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings--Held on July 14, 1977.
b) Location/Design--Approval granted by adoption of the "Final Negative Declaration" on April 20, 1978.

NOTE: 1) This project is in Congressional District No. 4.
2) No relocation assistance is involved.

1979 Florida Ave.-Vermont Ave. 9073
Sec., N. Bend, Sheridan & Sherman
Ave. (Gr. pav. sign. & sig.) #1

Caa 6199 7-11-77
Caa 5629 4-20-76

9072

1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 25, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Preliminary Engineering (Phase 2)
Project No. M-2691(1)
Florida Ave.-Vermont Ave. (N. Bend) Section
(Sherman-Sheridan Ave. Couplet)
Coos County

We request authorization to proceed with the portion of preliminary engineering, including preliminary engineering by utility forces necessary to obtain PS&E approval at an estimated total cost of $3,000 with an obligation of $2,574 in federal funds.

The forgoing request is based on the fact that FHWA's adoption of the "Final Negative Declaration" on April 20, 1978 constitutes location/design approval.

CL:dmc
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
J. H. Versteeg
W. Hart
A. Shirley, (Reg. 3)
W. Wakerlig

RECEIVED
STATE HWY ENGR
APR 26 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

10P Form FHWA 121 (Rev. 5-73) 1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 24, 1978

In reply refer to: HEC.1/OR

SUBJECT: Oregon Project M-2691(1)
Florida Ave-Vermont Ave
(Sherman Ave-Sheridan Ave One-Way Couplet)
North Bend
Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Department of Transportation
Salem, Oregon

The final Negative Declaration for the subject project has been approved by our Assistant Division Administrator on April 20, 1978.

Please make copies of this draft statement available as required by FHPM 7-7-2.

The original signed copy is attached for immediate processing.

Original Signed By
E. J. VALACH
Project Development
Engineer

G. L. Green

cc:
OSHD (Mr. H. S. Coulter)
ODOT (Mr. E. S. Hunter)
ODOT (Mr. D. E. Swan)
FHWA (J.R. Baker)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 26 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9073

N Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 31, 1978

FROM: Floyd T. Lacey Floyd
Traffic Services Engineer

SUBJECT:

TO: D. O. Christensen
Final Design Engineer

In reviewing the preliminary plans for the Florida Ave. - Vermont Ave. (North Bend) Section and the Coos Bay - North Bend Pavement Marking projects I find there may be a change to be considered. The pavement marking project is scheduled for a May 1978 contract and the marking removed in that portion of the September reconstruction project.

I believe that portion of the pavement marking project be eliminated that lies within the limits of the construction project. Perhaps the pavement marking in this section could be included in the construction contract or could be a State Force order to be placed upon completion of the contract.

FTL:hc

REFERRED TO
✓ Beard WGB Dorn
Cole Sample
Eriksen Watson
Hager Lee
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER
4/3/78 ✓ Staudenmeyer DOC

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Vandeeg
I Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 31 1978
ENGINEERING SECTION

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Action

Discussed with Jim Gix and we will delete from the above contract and add to the Florida Ave - Vermont Ave. (North Bend) contract as an anticipated item
WGB

9073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 21, 1978

Salem, OR. 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Final Negative Declaration
Florida Ave.-Vermont Ave.
(Sherman Ave.-Sheridan Ave.
One-Way Couplet)
North Bend, Oregon
Coos County

The subject statement in the form of a final negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

GAP:ss

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
A. Shirley, Jr.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 21 '78
REFER TO
FOR

FINAL NEGATIVE DECLARATION

Florida Avenue - Vermont Avenue

(Sherman Avenue-Sheridan Avenue One-Way Couplet)

North Bend, Oregon

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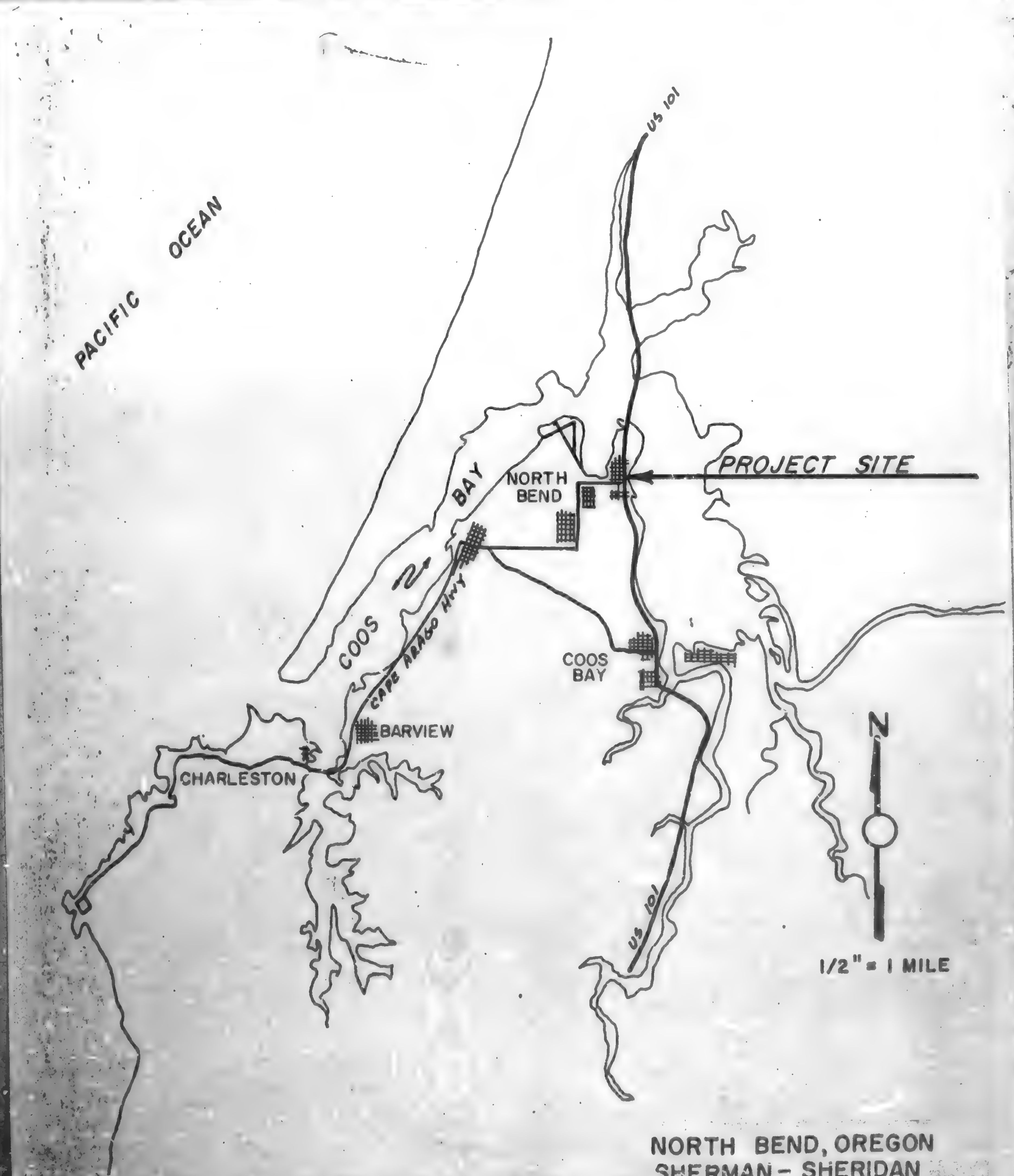


NORTH BEND, OREGON
SHERMAN - SHERIDAN
ONE WAY COUPLET
VICINITY MAP

FINAL NEGATIVE DECLARATION

Florida Avenue - Vermont Avenue

(Sherman Avenue-Sheridan Avenue One-Way Couplet)

Federal Aid Urban Project

North Bend, Oregon

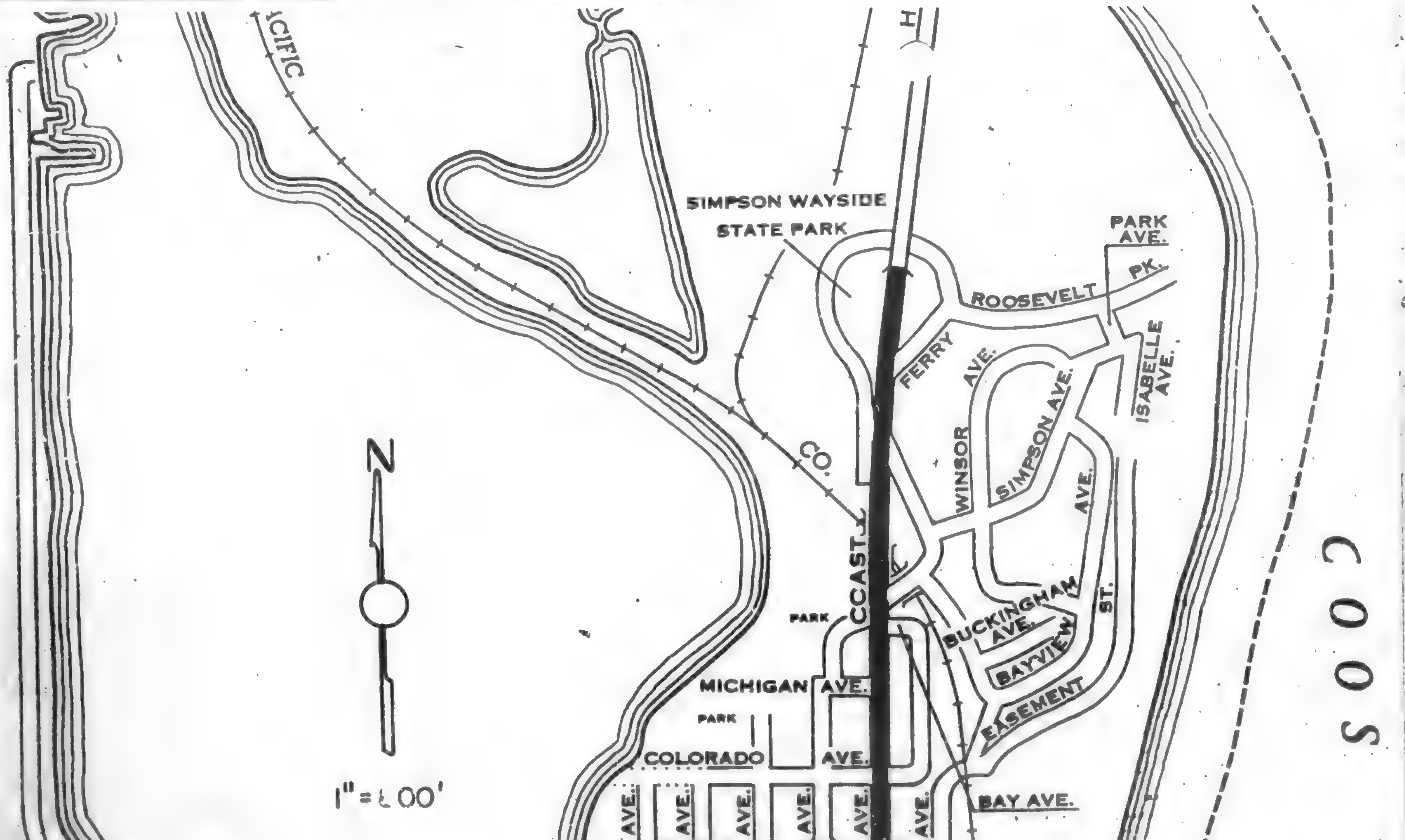
DESCRIPTION AND PURPOSE OF PROPOSED PROJECT

Location

The proposed one-way couplet is located in North Bend, Oregon. The project would utilize the existing Oregon Coast Highway U.S. 101 (Sherman Avenue) where is passes through the central business district as the southbound segment. Sheridan Avenue, a paralleling street one block East of the highway, would serve as the northbound segment. The northern terminus would be about midblock between Florida and Montana Avenues. The southern terminus would be approximately 300 feet South of Washington Avenue in much the same location as the existing Sheridan-U.S. 101 junction. The project would affect approximately a 0.5-mile section of Sherman Avenue and a 0.6-mile section of Sheridan Avenue.

Purpose

The purpose of the project is to improve the capacity, safety and operational efficiency on a section of U.S. 101 where it passes through the central business district of North Bend. This is to be accomplished by the development of the Sherman Avenue-Sheridan Avenue one-way couplet. As one-way streets, both Sherman Avenue (U.S. 101) and Sheridan Avenue would provide three lanes with on-street parking permitted along both curb lines of each street. The one-way couplet



NORTH BEND, OREGON
SHERMAN – SHERIDAN
ONE WAY COUPLET
EXISTING ROUTE

would provide sufficient capacity for present average daily traffic (ADT), peak traffic volumes and future traffic that can be expected for the next decade.

Existing Road Characteristics

The existing cross-section of Sherman Avenue is a 52-foot wide (curb to curb) street on an 80-foot wide right-of-way. The street is marked to provide four moving lanes approximately nine feet wide and on-street parking is permitted along both curb lines. Pretimed traffic signal control is provided at the intersections of Connecticut and Virginia Avenues with Sherman Avenue. Left turn movements are prohibited on all approaches to Virginia with Sherman. Motorists northbound on U.S. 101 desiring to travel West on the Cape Arago Highway are directed via Sheridan Avenue. Motorists eastbound on the Cape Arago Highway desiring to travel North on U.S. 101 are directed via Sheridan Avenue. The truck route is located on Meade and Connecticut Avenues.

The existing cross-section of Sheridan Avenue is a 52-foot wide (curb to curb) street on an 80-foot wide right-of-way. The street is marked to provide four moving lanes approximately nine feet wide between Washington and Virginia Avenues. The remainder of Sheridan is marked to provide two moving lanes. Curb-side parking is permitted along both curbs of the street throughout the project area. The 1976 ADT[1] along this section of the highway ranged from 14,600 vehicles per day South of Florida Avenue to 17,400 vehicles per day South of Virginia Avenue (Cape Arago Highway 240, FAU 2740). Immediately South of Sheridan Avenue, the ADT was 19,400 vehicles per day. From June through September traffic volumes may increase from

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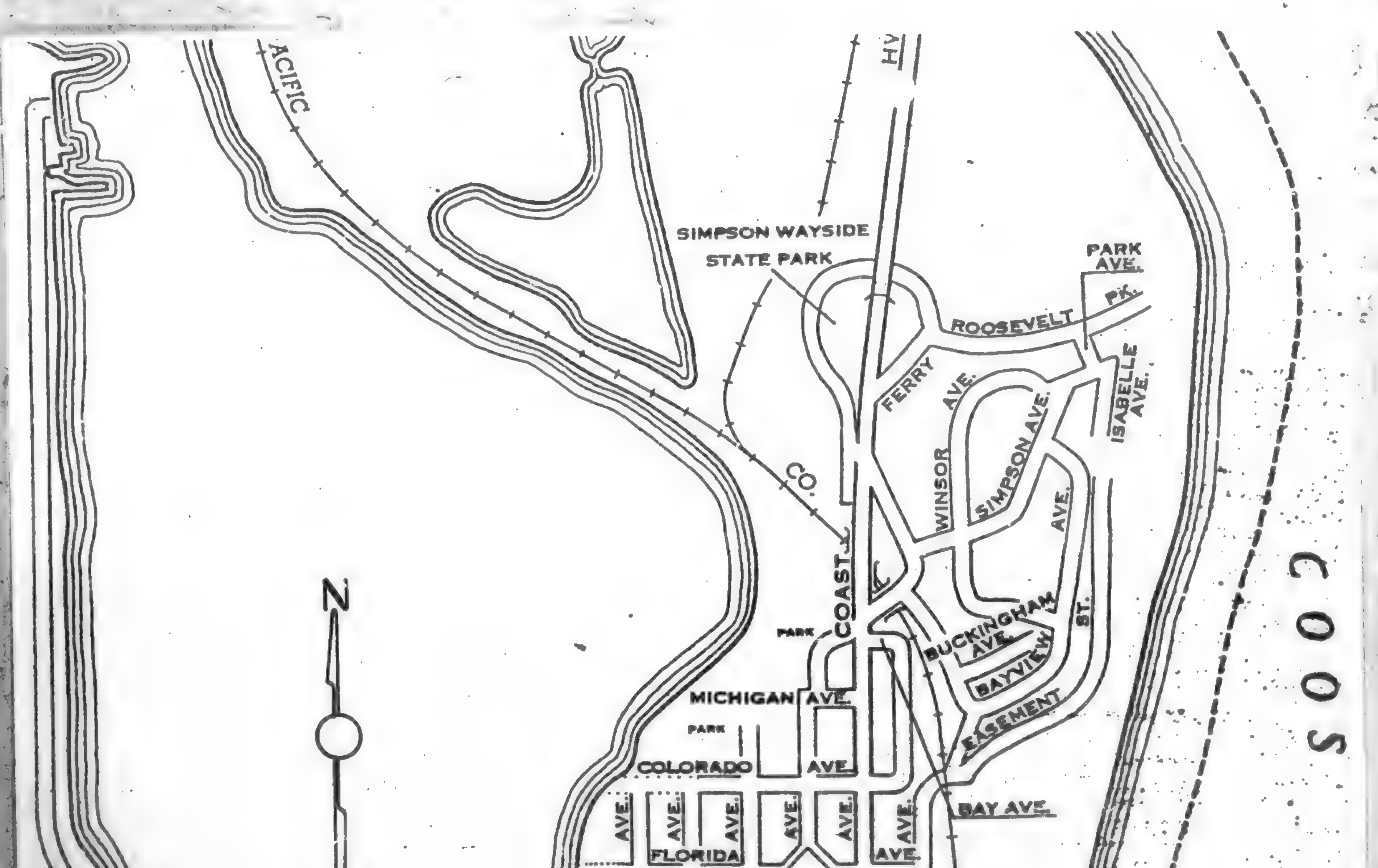
[1] Oregon State Highway Division, Traffic Volume Tables for 1976, Official Publication No. 77-1, June 1977, page 28.



NORTH BEND, OREGON
SHERMAN-SHERIDAN
ONE WAY COUPLET
PROPOSED ROUTE

110 to 145 percent of the ADT indicating that recreational travel is a major component of the total traffic during the vacation season. The existing traffic volumes meet or exceed the computed capacity of 14,000 vehicles per day throughout the section.

The extremely narrow substandard width traffic lanes on Sherman Avenue and the existing capacity deficiencies are contributing to a very serious accident rate condition and a major inconvenience to the motoring public. The section of U.S. 101 in North Bend involving one leg of the proposed couplet experienced an accident rate of 13.85 A/MVM (accidents per million vehicle miles) as compared to 6.38 A/MVM for similar section of urban primary highway sections.[2] In the overall section of the U.S. 101 within the corporate limits of both Coos Bay and North Bend the accident rate was 6.12 A/MVM. The statewide comparable rate was 6.38 A/MVM. This rate was based on a section length of 5.46 miles, a weighted ADT of 19,440 vehicles and 237 accidents. The accidents appear to run high in the moving vehicle-parked and/or parking vehicle category. The cause of such accidents are manifold but narrow substandard lane widths and over-capacity conditions certainly provide the setting for this type of accident.

Project Characteristics

The present and future traffic needs indicate that the capacity requirements, for improved operations and safety along this section, require at least two additional traffic lanes. The limited rights-of-way and extensive development along this section would make widening virtually impossible and the costs prohibitive. The maximum width possible within existing rights-of-way would allow no on-street parking. The most practical way of increasing capacity is by developing a one-way couplet which would utilize Sherman Avenue as one of the couplet legs, and the adjacent street, Sheridan Avenue as the other.

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[2] Letter of September 13, 1976, Oregon State Highway Division.

The proposed route with Sherman and Sheridan as one-way streets would provide three lanes with on-street parking permitted along both curb lines. The South terminus at U.S. 101 and Sheridan would utilize the Sheridan Avenue route with some minor right-of-way acquisition, removal of islands and construction of super elevation to fit the new traffic pattern. The northbound couplet would utilize Sheridan Avenue with some street repair and resurfacing between Washington and California. The new connection from Sheridan to Sherman at the North terminus would require acquisition of new right-of-way and major street construction. The connection would be on an approximate seven percent grade, 15 degree reverse curve leaving Sheridan midblock between Connecticut and Montana and entering Sherman Avenue midblock between Montana and Florida. Sherman Avenue traffic coming off the hill South of Washington would be provided with a route onto the new northbound pattern. Access to the southbound pattern would remain essentially as it now exists. A new traffic signal would be required at Sheridan and Virginia, the existing signal at Sherman and Virginia would be replaced and relocation of the signal at Sherman and Connecticut to Sherman and Florida is being studied. Line striping on Sherman Avenue would be changed from four lanes to three lanes. Line striping on Sheridan would be revised to three lanes.

The proposed one-way couplet would provide sufficient capacity for present ADT and peak traffic volumes and for future traffic that can be expected during the next eight to ten-year period.

Public Involvement

The problems of limited capacity, congestion and accidents on this section of the Oregon Coast Highway were probably discussed as early as the late 1930's. World War II diverted attention to matters of national concern, during the early 1940's. In 1948 and again in 1954 the U.S. Census of Business indicated that traffic and traffic-associated problems were handicapping merchandisers in the central business district of North Bend. In 1959 the Bureau of Municipal Research and Service suggested the one-way couplet as a tenable solution to the problem in a report entitled "A Proposed Plan for Major Streets in North Bend". During the 1960's alternate routes were evaluated and the Sherman-Sheridan route won local favor. In 1972 the Coos-Curry Council of Governments included the couplet in the report, "Coos Bay-North Bend Urban Area Preliminary Community Facilities and Traffic Circulation Elements". Harstad Associates, Inc., further identified and urged implementation of the couplet in a 1973 report, "Topics, an Areawide Plan for the Coos Bay, Oregon, Urban Area". The couplet has since been included in the urban area traffic circulation plans relating to the 1973 Federal Highway Act. In 1974 a Federal-Aid Urban System Project request was filed with the Oregon State Highway Division for this one-way couplet. A Project Environmental Assessment was filed with the same division in 1975 and a Draft Negative Declaration in 1976. The draft negative declaration was reviewed by a study committee in Salem on January 18, 1977. The draft was revised and expanded according to the study committee review and resubmitted in May, 1977. It was released on June 9, 1977. A public hearing was held for the project on July 14, 1977. Please see page 24 for the results of that hearing. As a result of the hearing an additional traffic analysis study was compiled by the Oregon Department of Transportation and is attached herein as an appendix.

ALTERNATIVES

Introduction

The present and future traffic needs indicate that the capacity requirements for improved operations and safety along the Sherman Avenue section of U.S. 101 through the central business district of North Bend requires at least two additional traffic lanes. The following alternatives to meet these needs were explored.

Alternative 1

Partial or complete prohibition of on-street parking along Sherman Avenue.

Traffic lanes would be increased to 11 feet by prohibiting parking on one side and 13 feet by prohibiting parking on both sides of the street. While no additional traffic lanes are created, increased capacity and improved safety would be expected by removing parking vehicle/moving vehicle conflicts experienced in the substandard nine-foot lanes. Most peak traffic conditions would meet and sometimes exceed the increased capacity provided by on-street parking restrictions.

Alternative 2

Widen Sherman Avenue.

The limited right-of-way and extensive development along this section would make widening virtually impossible and the costs prohibitive. The maximum width possible would allow no on-street parking.

Alternative 3

Sherman Avenue-Union Avenue one-way couplet.

An alternate route utilizing Union Avenue as the southbound segment and Sherman Avenue as the northbound segment was opened to public input in the mid 1960's. The characteristics of the two proposed couplets (Sherman-Union, Sherman-Sheridan) were discussed and compared. It was generally agreed that the route along Union Avenue, comprised of retail stores, professional and governmental offices, and private homes, was more developed and more susceptible to traffic noise than the generally industrial development along Sheridan Avenue. The existing congestion on Union Avenue, due in part to non-existent or limited off-street parking facilities, would be intensified by truck traffic more than on Sheridan Avenue where ample off-street parking facilities wery provided. The cost of the acquisition of required rights-of-way would be compounded by the additional costs of relocation of persons and businesses. The transition to and from Sherman Avenue was thought to be less desirable than Sheridan Avenue. Concern over economic impacts was discussed. Union Avenue businesses would be less accessible due to log and chip truck traffic. Tourist oriented businesses along Sherman Avenue, who derive the vast majority of their income from tourists entering the city from the North, did not favor a route which diverted this traffic to another street. The route was considered again in the early 1970's as part of the TOPICS (Traffic Operations to Increase Capacity and Safety). At this time the city reaffirmed the earlier findings and directed the consulting firm preparing the TOPICS plan to pursue the Sherman-Sheridan couplet.

Alternative 4

Sherman Avenue-Sheridan Avenue one-way couplet.

The Sherman-Sheridan Avenue one-way couplet appears to be the more logical alternative because of the southerly connection with U.S. 101, the relatively low traffic volumes on Sheridan Avenue, the lack of development in the block between Montana and Florida where the transition between Sheridan and Sherman would occur and local disagreement with a plan that would increase traffic on Union Avenue (Alternative 3).

Alternative 5

Not constructing the proposed transportation facility.

Though not meeting the traffic needs, no-build is offered as a non-construction alternative. This alternative would maintain the roadway in its present condition. With due consideration given to the social, economic and environmental factors at work in the community, it is apparent that traffic conditions through the central business district would deteriorate. Travel through the central business district would continue to grow more hazardous, more congested and less efficient.

ENVIRONMENTAL SETTING

Topography

Sherman Avenue is a fairly level street approaching a two to two and one-half percent grade at the southern terminus. The existing grade of this street would remain essentially unchanged by work proposed under this project.

Sheridan Avenue, a parallel street about 200 feet East and somewhat lower than Sherman Avenue, is a fairly level street approaching a three and one-half to four percent grade at the southern terminus. The transition at the northern terminus would have to overcome an approximate 30-foot difference in elevation. The new connection would be constructed on an approximate seven percent grade and 15 degree reverse curve.

Flora

The major portion of the project occurs on existing paved streets with little or no vegetation. The northern terminus would be routed through a small area that contains indigenous woody and herbaceous plants including Douglas fir, red alder, cascara, willow, wax myrtle, madrona, Scotch broom, elderberry and wild blackberry. Native grasses, pea, dandelion and thistle make up the herbaceous plants. The vegetation is small in size and confined to a narrow strip less than 0.3 of an acre and could be described as a brushy hillside. Vegetation at the southern terminus includes cedars, huckleberry, holly, ivy and rhododendron. Depending upon the final design, it is anticipated that all of the vegetation at the northern terminus and part of the vegetation at the southern terminus would have to be removed in construction of this project.

Soils

Soils appear to be sand and sandy clay. Dredge spoils that were deposited during the early days of development of the city can be expected to be found along Sheridan Avenue. There are no water features in the project site.

Drainage

Drainage is carried along the surface of the paved streets to existing storm sewers in both Sherman and Sheridan Avenues. The project design will give due consideration to storm drainage.

Wildlife Habitat

The project is primarily involved with and occurs on existing developed street systems located in the central business district. Habitat is mainly nonexistent over much of the route and occurs only on a small area at either end of the project. There are no known threatened or endangered species in the project area nor is any of the habitat considered critical.

Land Use

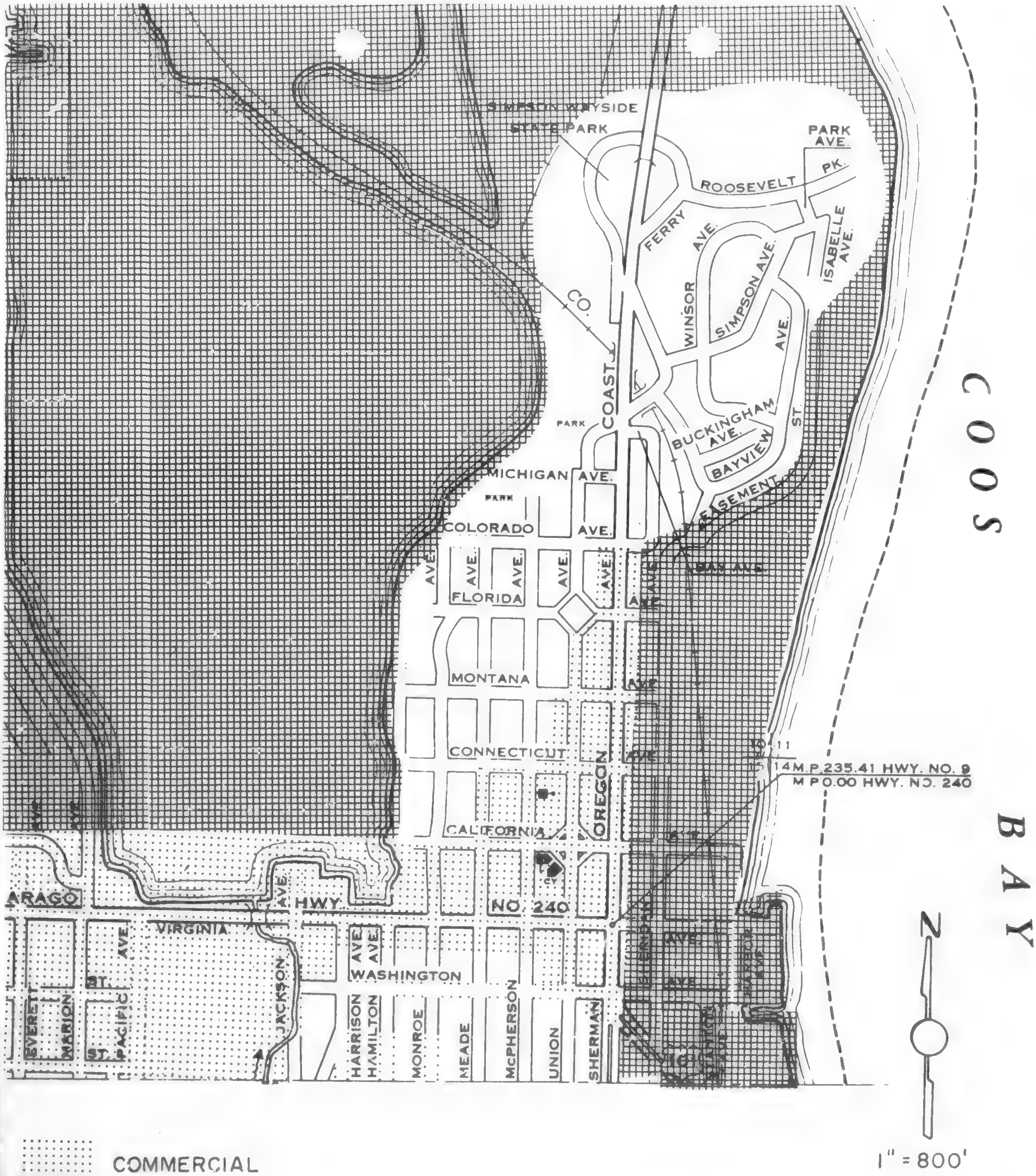
The existing route, Sherman Avenue, travels through the central business district of North Bend. Land use adjacent to this route is of a commercial nature and consists of retail stores, service stations, a bank, restaurants, taverns, professional offices and similar types of businesses. The existing comprehensive plan identifies the area as desirable for commercial land use. The zone map and zoning ordinance implements the comprehensive plan by zoning the area as a commercial zone. There is no evidence at this time to suggest that the existing land use in this area would be altered in the foreseeable future.

Land use adjacent to Sheridan Avenue is industrial and consists of firms and businesses which generally fall into an industrial designation. The comprehensive plan identifies the area as desirable for industrial land use. The zone map and zoning ordinance has zoned the area as an industrial zone. There is no evidence at this time to suggest that the existing land use of this area would be altered in the forseeable future.

The "Land Use and Zoning" map is a facsimile of the city's zone map and shows the existing zoning. The "Sheridan Avenue Land Use" map identifies by occupant the type of land use adjacent to the Sheridan Avenue segment of the proposed route.

Historic and Archeological Resources

Identified within the project area are those historic and archeological properties which have national, state, regional or local significance or interest. Identification and protection of these resources is governed by various Federal and

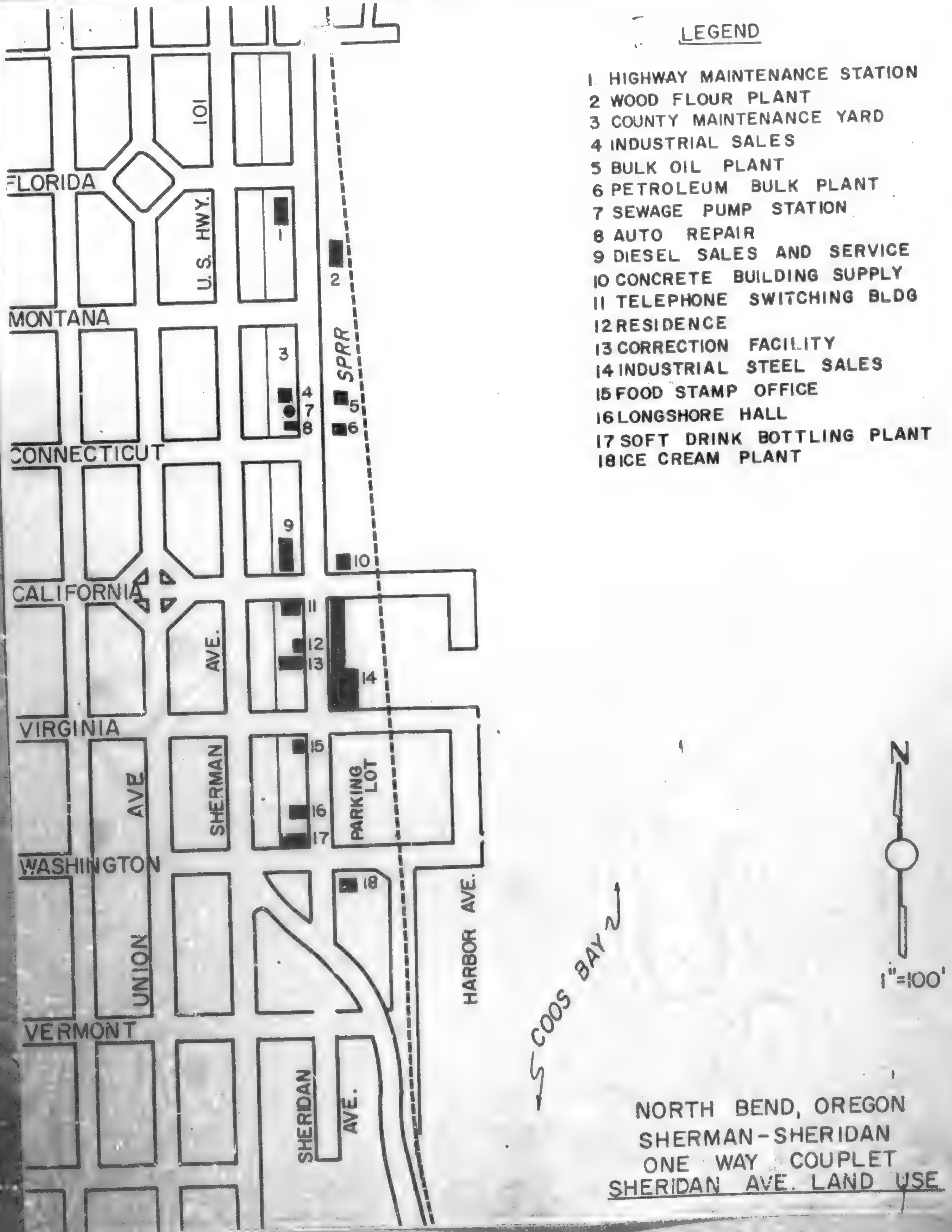


▦ COMMERCIAL

▩ INDUSTRIAL

☐ RESIDENTIAL

NORTH BEND, OREGON
SHERMAN-SHERIDAN
ONE WAY COUPLET
LAND USE AND ZONING



LEGEND

1 HIGHWAY MAINTENANCE STATION
2 WOOD FLOUR PLANT
3 COUNTY MAINTENANCE YARD
4 INDUSTRIAL SALES
5 BULK OIL PLANT
6 PETROLEUM BULK PLANT
7 SEWAGE PUMP STATION
8 AUTO REPAIR
9 DIESEL SALES AND SERVICE
10 CONCRETE BUILDING SUPPLY
11 TELEPHONE SWITCHING BLDG
12 RESIDENCE
13 CORRECTION FACILITY
14 INDUSTRIAL STEEL SALES
15 FOOD STAMP OFFICE
16 LONGSHORE HALL
17 SOFT DRINK BOTTLING PLANT
18 ICE CREAM PLANT

NORTH BEND, OREGON
SHERMAN-SHERIDAN
ONE WAY COUPLET
SHERIDAN AVE. LAND USE

state laws and implementing regulations. Foremost among these laws is the National Historic Preservation Act of 1966, which established the National Register of Historic Places, a list of each state's most important historic and archeological properties. The following historic properties are within the project area in decreasing order of importance:

1. National Register listings and nominations.

The Sherman Avenue - Sheridan Avenue Project contains no properties which are listed in or nominated for the National Register.

2. Properties eligible for National Register consideration.

a. The two-story office building, 625-635 Virginia Avenue at the Sheridan intersection, has historical and architectural significance in turn-of-the-century style of brick construction and trim detail.

b. The Little Theatre on the Bay, southwest corner of the Sherman-Washington intersection, is a unique Art Deco style, circa 1925.

c, d and e. The east side of the 2000 block, Sherman Avenue, displays an ensemble of three vintage structures in a wide variety of styles. The two-story commercial building at 2041 Sherman has a cast stone front in finely detailed patterns.

Two doors to the south is the Tourist Hotel, an early 20th century frame structure which combines Queen Anne and Italianate features in design. This building is reminiscent of resort hotels and spas which were once fairly common and now are scarce in Oregon's coastal communities. Adjacent to this hotel to the south is a warehouse, constructed in 1911, with stucco front, ornamented parapet and Chicago-style windows.

3. Statewide Inventory of Historic Sites and Buildings.

All of the above listed properties are on the Statewide Inventory. No additional sites or buildings in the project area are included in this list.

4. Additional Sites and Buildings of Historic Interest.

None.

Archeological Resources

No known archeological sites exist in the Sherman - Sheridan project area. All land to be used for this highway improvement has been disturbed by urban uses; thus, potential sites have already been disrupted.

Noise

Calculated L_{10}* noise levels from vehicle use of the existing configuration, 50' from the center line of the near travel lane, range from 84 to 86 dBA along Sherman, and 68 to 72 dBA along Sheridan. Table 1 on page 20 of the Noise Impacts identifies the existing L_{10} dBA noise levels values along Sherman and Sheridan for the year 1976. The number in parantheses indicates the unobstructed distance from the centerline of the nearest lane to the $L_{10}70$ dBA noise level.

Air Quality

EPA has divided Oregon into five Air Quality Control Regions, that have been classified as Priority I, II or III for each of five pollutants according to measured or estimated air quality. North Bend falls in the Southwest Intrastate Air Quality Control Region, which has a Priority III rating for all pollutants except particulate which is Priority II. Priority III rating indicates that exceeding standards is unlikely and that control measures are currently unnecessary.

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*The noise level exceeded 10% of the time, measured in dBA's, or decibels on the A scale, a measure of sound pressure.

For particulate, measurements in the Region have shown the need for pollutant emission control is marginal. The State Implementation Plan shows that in Coos County the presently scheduled reduction in particulate from point sources should suffice to protect present air quality, which is in substantial compliance with DEQ's secondary standards.

ENVIRONMENTAL ANALYSIS

Right-of-Way Impacts

The project would occur primarily on existing rights-of-way over the major portion of the project. Additional right-of-way would be required at the north and south termini to make the transition between Sherman and Sheridan and Sheridan and U.S. Highway 101 respectively. The amount of right-of-way to be acquired is approximately 0.33 acre at the north terminus and 0.02 acre at the south terminus. The property to be acquired is partially in private ownership and partially in public ownership. Two of the parcels are owned by Coos County and the Oregon Department of Transportation. There are no habitable structures in the right-of-way area; however, there are two outdoor advertising billboards, the on-premise advertising sign, one portable shed and one small structure used to cover cold-mix asphalt that will be affected by the project.

The impact of right-of-way acquisition is primarily one of change in land use and land ownership. The property use varies from undeveloped, undeveloped with outdoor advertising signs, and developed for use as storage yards for road maintenance use. The right-of-way acquisition would change the existing land use from those stated to public right-of-way used for highway purposes. Ownership of the property would be changed from private and mixed public ownership to a single public ownership. Acquisition of privately owned property would be in full accordance with rules and regulations governing same. The project would not require relocation of persons or businesses.

Wildlife Impacts

The location of the project, the sparseness of a wildlife population in the project area and the small amount of habitat being removed by the project all tend to indicate that the impact on wildlife would be minimal. There are no known endangered or threatened species located on the project site. There are no known unique plant or animal life forms on the project site.

Soil and Water Impacts

Portions of the project would require changes in the existing topography. The major changes on the project would occur at the termini and would include a combination of cuts and fills to make the transition between Sherman and Sheridan Avenues on the north and Sheridan U.S. Highway 101 on the south end. During the construction of said cuts and fills, soil stability would be maintained through sound engineering and construction practices. There are no unstable soils identified on the project site. The project is not expected to change the depth or character of ground water tables. Storm drainage on the project would be addressed in the project design. Generally it is anticipated that storm water runoff would be directed along surface routes to the existing storm system or be picked up with an extension of the existing system. The project is not expected to cause a significant increase in storm water runoff. Some turbidity of storm runoff can be expected if construction is undertaken during the rainy season and to a lesser extent the first winter after completion or until the raw slopes have had an opportunity to heal. The existing storm system discharges into Coos Bay. By implementing erosion control measures and stabilization of embankment material, turbidity problems would be substantially controlled and no significant sedimentation would be discharged into the bay.

The preliminary design indicates that sufficient material would be available on the job site to construct all necessary fills. All other construction material and aggregate would be obtained from commercial sources.

Traffic Impacts

During the construction phase, much of the work would be accomplished on existing traveled streets that would involve maintenance type work more than new construction. The work would include street patching, overlay of existing pavements, line striping and similar type activities. Work of this nature would cause minimal delays and inconvenience to the motoring public, pedestrians and persons living or working in the area. Sufficient routes are available to detour traffic around the through the work area. Traffic movement can be guided through or around the construction smoothly by adquate uuse of flagmen, barricades and detour signing. Noise generated by this type of construction consists of vehicle and machinery noises not unlike normal traffic sounds. Emissions from the construction equipment are not expected to be significant nor would the work emit fumes or noxious gases different from or greater than normal highway traffic now passing though the area. Local weather conditions with prevailing sea breezes are of sufficient velocity to dissipate those emissions that do occur.

After construction is completed and those items identified under project characteristics have been installed or accomplished, the one-way couplet is expected to provide the increased capacity, safety and operational efficiency identified under Purpose earlier in this report.

The couplet is not expected to generate an increase in traffic volume but to carry the existing and projected increases through the central business district more efficiently.

Southbound traffic on U.S. 101 would be expanded from two lanes to three lanes at Sherman and Montana and continue as three lanes to the vicinity of Washington Avenue where the three lanes would meld to two and continue south on the existing U.S. Highway 101. The existing traffic signal at Sherman and Connecticut would be modified, however, final decisions on that signal have not been made at this time. The traffic signal at Virginia would be modified to fit the traffic needs of the couplet. Southbound traffic desiring to travel west may do so by leaving Sherman at Connecticut and traveling the truck route or by leaving Sherman at Virginia just as they do now. Southbound traffic desiring to travel east may leave Sherman at Connecticut, California and Virginia. Two of these turns are permitted now but no left turn is permitted at Virginia at this time.

Northbound traffic on U.S. 101 would be expanded from two lanes to three lanes at or near Washington Avenue and continue as three lanes to the vicinity of Montana where it would meld to two lanes and reenter Sherman Avenue. Northbound traffic desiring to travel west may leave Sheridan at Virginia, California or Connecticut. A new traffic signal would be installed at Sheridan and Virginia.

Northbound traffic traveling on Sherman Avenue south of Washington may turn south on U.S. 101 just as they can now. This traffic which desires to travel north would do so by crossing onto Washington and enter northbound traffic at Washington and Sheridan.

Southbound traffic traveling on Sheridan north of Montana would be directed to Sherman Avenue via Florida.

Northbound traffic traveling on Sheridan may continue north at Montana.

East-west traffic on Montana would no longer be possible as this is the area of transition between Sherman and Sheridan Avenues.

Historic and Archeological Impacts

The Sherman - Sheridan project would not adversely affect any historic buildings or sites in the area discussed in the Environmental Setting. Since there are no known archeological sites and ground has already been distrubed in the project area, there would be no impacts on these resources.

Record of Coordination and Mitigation

The Oregon State Historic Preservation Office was contacted to determine whether properties of National Register listing or potential existed in the project area. The Statewide Inventory of Historic Sites and Buildings was checked for entries in the North Bend vicinity.

Noise Impacts

As a one-way street, one-half the traffic volume would be removed from Sherman Avenue and traffic noise levels would be expected to decrease somewhat. With one-half the traffic volume from Sherman Avenue directed to Sheridan Avenue, noise levels along Sheridan would be increased. The increase in noise levels directly attributed to traffic is not expected to have a significant impact on the immediate area due to the lack of sensitive noise receptors. The property adjacent to Sheridan Avenue is zoned industrial and the existing development consists of approximately eleven firms along the west side and six firms along the east side of Sheridan Avenue. The firms represent a wide range of activities and include a highway maintenance yard, industrial sales outlet, petroleum products bulk plant, sewage pump station, automobile repair shop, diesel service and sales, concrete building supply warehouse and sales, telephone switching building, private dwelling, corrections release facility, industrial steel sales, food stamp office, longshore hall, soft drink bottling company and ice cream plant. The remainder is open property, public parking lot, private parking-storage areas, undeveloped property and railroad right-of-way. The route is a low population area. Many of the firms are generating noise of a level approaching or equal to traffic noises in the street. Truck traffic pulling the grade at the north terminus is expected to be less noisy than current traffic that is starting and stopping at the existing traffic signals and traffic pulling onto the highway from the east of California, Connecticut and Montana.

Calculated L_{10} noise levels from vehicle use of the existing configuration, 50' from the center line of the near travel lane, range from 84 to 86 dBA along Sherman and 68 to 72 along Sheridan. Anticipated increased use of the present facility by 1990 is expected to raise these levels to 85-88 dBA for Sherman, and 71-75 along Sheridan. Once completed, noise levels from the proposed couplet are expected to be from 80-82 dBA along both Sherman and Sheridan and by the year 1990 these levels are expected to reach 83-86 dBA.

The new couplet would reduce the existing noise level along Sherman from 2-6 dBA and the expected 1990 levels, 1 or 2 dBA. Once the couplet is implemented Sheridan would experience an increase to the present levels of 9-14 dBA, and from 10-13 dBA above the anticipated 1990 levels for existing facility.

Table 1 indicates the calculated noise level values along Sherman and Sheridan for the years 1976 and 1990 with both the build and no-build configurations. The number in ( ) indicates the unobstructed distance from the centerline of the near lane to the L_{10}70 dBA noise level.

TABLE 1

L_{10} dBA Noise Levels @ 50'

	1976		1990	
	No-Build	Build	No-Build	Build
SHERMAN @				
Florida	80 (338)	80 (166)	88 (450)	86 (294)
No. of Virginia	84 (269)	81 (178)	85 (325)	83 (225)
So. of Virginia	84 (275)	82 (188)	85 (338)	84 (231)
So. of Washington	84 (288)	82 (200)	85 (356)	84 (244)
SHERIDAN @				
Florida		80 (166)		86 (294)
No. of Virginia	72 (66)	81 (178)	75 (102)	83 (225)
So. of Virginia	68 (38)	82 (188)	71 (59)	84 (231)
So. of Washington		82 (200)		84 (244)

The air quality for this project can be approached on two levels--microscale and mesocale. Microscale effects are limited to the immediate highway corridor, where pollutant concentrations are raised above background levels due to emissions from nearby vehicles. The traffic volumes in the project are not large enough nor are speeds low enough to generate any appreciable pollution, given the unstable air present in this coastal community. No local violations of air quality standards are anticipated in the project area.

The mesoscale effects are reflected in terms of overall air quality throughout the study area due to planned alterations in the traffic network. The traffic parameters used for mesoscale air quality predictions are total vehicle miles traveled and average trip speed. The average trip speed represents an average condition reflecting acceleration, deceleration cruise and idle modes.

Increasing the number of lanes and width of lanes would increase capacity by reducing congestion and increasing average trip speed on the couplet. This should lead to a reduction in air pollution. The one-way couplet alternative tends to reduce emissions of CO and HC due to smoother traffic flow and higher and more uniform average speeds. Concentrations of CO and HC emissions are high during the idle mode and decrease as engine speed is in increased. High speeds produce the major portion of the NOx emissions. Yet, both HC and NOx have much higher emissions in the acceleration mode. Although NOx emissions would increase with speed, overall benefits would be obtained by increasing average trip speed.

Since the increase in highway capacity resulting from the construction of a one-way couplet would relieve the existing traffic congestion without generating greater travel [illegible]mand improved air quality would result.

The most significant fraction of automotive particulate emissions are lead compounds resulting from the use of tetraethyl lead as a fuel additive. The total amount of lead discharged from the engine for any given operation is proportional to the concentration of tetraethyl lead in the ingested fuel. Continued phase down of tetraethyl lead by EPA will result in further decreases in lead emissions. DEQ's "Corbett-Terwilliger Area Lead Study" (Summary Report, November 8, 1974) measured lead emissions next to a freeway and no violations of the standards were found. Due to the fact that the traffic volumes in the project area are substantially less than those in the DEQ study area no violations would be predicted in the project area.

No violations of ambient air quality standards are known to exist in the project area, nor are future violations expected. The construction of a one-way couplet should not interfere or delay the attainment of air quality standards and is therefore determined to be consistent with the State of Oregon Clean Air Act Implementation Plan.

Land Use Impacts

The major portion of the project occurs on existing traveled ways. Approximately one acre of land would be required for right-of-way purposes at the north and south termini. Once acquired for highway purposes, this land is lost to commercial or industrial development. The amount of land acquired for right-of-way is a relatively small amount in comparison to the total project and no significant impact is directly attributable to right-of-way. The improved traffic situation resulting from the project may provide a growth stimulus that would precipitate development on some of the vacant property in the project area.

Economic Impacts

Traffic volumes on Sherman Avenue would be reduced by approximately fifty percent resulting in fewer vehicles passing existing businesses along Sherman Avenue. This would be a change from what exists now and certainly is a concern to the community in general and the businesses involved in particular. Economic impacts of a short term nature can be anticipated during the initial changeover to the one-way couplet. The change in traffic patterns may temporarily affect local shopping habits; however, as local shoppers become accustomed to the change, realize that there is less congestion and that the shops are more accessible, their shopping habits are expected to return to a level equal to or exceeding that existing prior to the changeover. Tourist oriented businesses located on Sherman Avenue would continue to attract all southbound tourists entering North Bend. These shops may anticipate an increase in shoppers as the shops become more accessible through the reduction in the number of log trucks, chip trucks, and general congestion along Sherman Avenue. Northbound tourists would be travelling through North Bend through an industrial oriented land use area. Local attractions, such as the ocean beaches, parks and other shopping centers, may draw a portion of these potential customers back into the local market place.

Social Impacts

Social resources should be enhanced rather than adversely affected by making that resource more easily available to area residents and the traveling public. The project is not expected to substantially change the income, racial, ethnic or age distribution of the neighborhood or community. The project does not adversely affect the aesthetic image of the surrounding area. There is no significant impact expected on existing utilities. Overhead utilities, electric, telephone and TV cable, may be required to adjust their overhead lines to conform with the highway alignment in the transition areas.

BASIS FOR NEGATIVE DECLARATION

This project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services, or manmade resources. The project has no 4(f) involvements. The project would not divide or disrupt any established community, or cause a significant increase in traffic congestion. It is considered consistent with laws and regulations relating to the environment and would not have significant adverse impact on air quality or ambient noise levels.

It is the conclusion of the City of North Bend and the Oregon State Highway Division that this project constitutes a major action as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

ES Hunter
Deputy State Highway Engineer

3-21-78
Date

FHWA Division Administrator

Date

HEARING RESULTS AND RESPONSE TO COMMENTS

Public Hearing

A corridor-design public hearing for the Sherman Avenue - Sheridan Avenue one-way couplet was held in the Council Chamber of City Hall, North Bend, Oregon on July 14, 1977. Approximately fifty persons were in attendance. Eight persons made statements regarding the proposed couplet. The oral statements were made by persons owning property within the couplet, operating a business within the couplet or intending to locate a nonprofit business within the couplet. Written statements were received from eighteen persons. Three of the statements were considered redundant in that they were essentially transcripts of oral testimony given earlier. The written statements were made by persons or firms doing business within the proposed couplet, persons or firms traveling through the couplet area, the North Bend Chamber of Commerce and Coos Curry Council of Governments. The net results of the public response indicates that seven comments were against the project, five comments expressed no opinion for or against the project and eleven comments favored the project.

Comments and Responses

This section addresses comments received on the draft negative declaration. Comments of like and/or similar content will be grouped together and addressed by a single response wherever possible.

FRED J. OWENS

Mr. Owens' oral and written statements express the same basic comments and only the oral testimony is recorded here.

Comment:

"I strongly recommend the following: That all sidewalks be reduced to 7-foot widths instead of 12, some of which are completely paved and others planted and paved. This would allow approximately 11 1/2-foot lanes instead of 9-foot lanes and not disturb the parking on either side of Sherman Avenue. Traffic lanes 2 1/2-foot wider than the present lanes should preclude moving vehicle/parked vehicle accidents and parking accidents to probably close to the 6.38 accident per million vehicle mile for similar urban highways. Secondarily, if 11 1/2-foot lanes, after trial, show wider lanes are required, then, and only then, eliminate parking on one side of Sherman Avenue which would allow another 8-foot, making 13 1/2-foot lanes which should be more than ample. Thirdly, widen the 4 lanes not only through the business district but also north of the business district on Sherman Avenue to include the residential area. Fourth, let the utility companies stand the cost of setback of their utility lines if North Bend's city right-of-way agreement permits. Fifth, discontinue the couplet proposal."

TED WEINTRAUB

Comment:

"I think that Mr. Owens' proposal was the most realistic proposal that I have heard since I've been sitting in here and of course just listening to his viewpoint it makes sense."

GEORGE SORENSEN

Comment:

"The business district of North Bend, Oregon is in need of all the assistance possible to generate prospective customers. The elimination of north bound traffic from the business district is certainly detrimental. Other methods could be used to widen the traffic lanes other than by-pass the business section such as:

1. Eliminate parking on one side of Sherman Avenue.
2. Reduce the width of the sidewalks.
3. Move utilities on Sherman Avenue from the foot of Sherman hill to the bridge underground or to the inside of the sidewalk. Many utility poles presently are situated at curb side of the sidewalk.
4. Widen Sherman Avenue traffic lanes in the manner stated above from the business district to the bridge. This should provide from 11 1/2-foot to 13 1/2-foot traffic lanes.
5. The adoption of Sheridan Avenue couplet creates a very poor traffic circulation plan to reach the business district. The by-pass reduces traffic congestion for 4 1/2 (four and one-half) blocks but does not help Sherman Avenue from the business district north through the residential area to the bridge which remains with sub-standard traffic lanes.

In view of the above, as a former Chief of Police of North Bend, Oregon, I strongly recommend that the couplet proposal be dropped."

THOMAS R. GRAHAM

Comment:

"I feel that being located next to the proposed wye at 1656 Sherman a customer going north is going to have greater difficulty turning left to our place of business. The total traffic pattern will increase traffic on Union (our direct rear) and will place greater hardship on us at this point.

I think the proposal of Fred Owens (owner of McKays property) to widen Sherman has some good merit. I would be in favor of extending the project (widening) the 2 blocks north to Michigan Avenue as in Owens' proposal.

Something has to be done on Sherman Avenue for the benefit of everyone. I would think that by widening Sherman and putting the utilities underground certainly would give old downtown area a new outlook. I would be curious as to the estimated cost comparison between widening the street and the one-way couplet project."

Response

The draft negative declaration states that the present and future traffic capacity needs along this section requires at least two additional traffic lanes. Reducing the sidewalk width from 12 feet to 7 feet would not result in any additional traffic lanes. Widening Sherman Avenue was explored as an alternate. The limited right-of-way and extensive development along this section would make widening virtually impossible and cost prohibitive. Removing parking from one side would reduce the moving vehicle - parked vehicle conflicts but peak traffic volumes would meet and sometimes exceed the additional capacity provided by on-street parking prohibitions. The maximum width possible would allow no on-street parking.

Historically the problem has been identified with the central business district. This is not to say that a problem does not exist along the residential area north of the proposed couplet, but that area was beyond the scope of this project which, of course, is reflected in the amount of money allotted or available. Avenues are certainly open for the citizens to pursue a remedy to the traffic problems north of the proposed couplet. Under the franchise agreement with the City of North Bend, the utility companies do carry the cost of relocation. Not constructing the couplet was considered as alternative 5 of the draft negative declaration. Under this alternative it is apparent that traffic conditions through the central business district will deteriorate. Travel through the central business district will continue to grow more hazardous, more congested and less efficient.

HARRY GRAHAM

Comment:

"I live at 1418 Sherman. My place of business is at 1765 Sheridan. I oppose this because I'm getting hit both ways on this thing. In our residential districts the trucks have become real, real nuisances. They're noisy, when they come off the bridge they use jake brakes, when they come off the bridge in two-lane traffic they spread out to four lanes. It isn't conducive for us to park in front of our house, in fact we never park in front of our house. No one in the first two blocks from where Union hits Sherman Avenue until you get to Colorado parks on the west side of Sherman Avenue. Now if you make Sheridan one-way north you are going to create another street way down there because your're going to have trucks, specially trucks, loaded trucks, come down Sheridan, take a little run off the incline ramp from California heading towards Montana and going up that hill. You are just going to create another race track. I definitely oppose this in all matters, in all ways and shapes."

Response

The couplet is not expected to generate an increase in traffic volume but to carry the existing and projected increases through the central business district. Noise levels along the residential area north of the couplet are not expected to change one way or the other because of the proposed couplet. Noise levels on Sheridan are expected to increase due to an increase in traffic volumes. Noise impact was assessed in the draft negative declaration. The increase of noise levels on Sheridan Avenue directly attributed to traffic is not expected to have a significant impact on the immediate area due to a lack of sensitive noise receptors. Many of the firms are generating noise of a level approaching or equal to traffic noises in the street. The speed of vehicles traveling is posted at 25 miles per hour in the area in question. The couplet is not expected to increase the allowable speed permitted. Travel time through the area should be reduced not because of higher speeds but because of reduction or elimination of parking vehicle/moving vehicle conflicts.

MR. CRAIG O. WEST

Mr. West's oral and written statements express the same basic comments and only the oral testimony is recorded here.

Comment:

"We represent Franko Oil Company. They are right at the north end of this proposed project. By taking four of their small lots which they do not use and a portion of their corner where their service station is located you will be taking part of their sight line of north bound traffic. You will be taking away their main exit on the south part of their lot. This causes two main effects. First of all it forecloses or discourages people who are heading south bound to try to cross over and get into the station. There would be no way for these people to get through the station and then again return and get back going south bound. There is an island proposed in yellow on the diagram up there which presents quite a hazard both for traffic and for people trying to get across there if they are trying to exit our station from the south corner of that station. We anticipate that over a time there would be few people, if anyone, who would like to negotiate that type of hazard and we would lose nearly all of our south bound patronage. Of course, our business is important to have those people who are transients coming through maybe on a one-time basis may be back again, but it is important to us to have those people be able to get in and out of our station quickly and easily and I think on a south bound traffic lane those people we would lose completely. As far as the north bound traffic goes, the proposal calls for a steep s-curve and a steep grade and a rising grade which would cause us to be out of the sight line from the existing Highway 101. Today the people can follow a straight line and see us from quite a distance. The proposed couplet would allow them less time to see our sign, see our station and negotiate a rather tricky s-turn and get into our station. I think we can at this time state a ten to twenty percent loss of our patronage and good ingress and egress to this station and this coupling would severly damage that business.

In fact, it would probably have to close its doors if the coupling goes through as proposed. There are several alternatives that I think the Commission should consider. First, I think they could perhaps move the coupling one block south. I think there's a similar type of situation with a business that would have to be replaced but I think it is the type of business that is not so required to rely on transient in and out type traffic all the time. Of course, the Commission could ban the whole plan. The other proposed alternative possibly is to elongate, or lengthen, the ramp leading from Sheridan Street up to Sherman Street so that the sight line is preserved. Finally, I would like to correct some of the errors. I read over this draft statement that indicated a lack of development between Montana and Florida Street and I take exception to that. The declaration also indicates that the project will not require relocation of business and I think that if we loose 60% of our clientele we'll be put out of business and be forced to relocate somewhere else so I take exception to that statement. In addition, there are economic and social impacts which were not mentioned in the declaration in that obviously there is an economic impact on this service station if it's forced to go out of business resulting in lost jobs to those people both directly and indirectly connected with that station."

Response

Right-of-way is to be acquired from Franko Oil Company. The owners will receive monetary compensation for the fair market value for any and all property acquired from them for the proposed couplet. Severance damages may also apply if the project does in fact lower the value of the remaining property.

The existing condition requires southbound traffic to cross the two northbound lanes to enter the station and again to leave the station to continue south. The couplet would require the same maneuver, however sight distance will be reduced to the south. Northbound traffic in the transition from Sheridan to Sherman will not be as visible to the service station customer as the existing condition. The proposed island referred to will be a paint striped traffic delineator and not a physical obstruction to traffic.

The northbound traffic making the transition from Sheridan to Sherman will have a shorter sight distance to identify the service station than the existing condition. Construction of the proposed couplet would require that some of the vegetation that now exists south of the station be removed. The removal of said vegetation should make the station more visible to north bound traffic in the transition area.

Moving the north terminus one block south would make the transition in a more developed block, require the relocation of persons and/or businesses, exceed funds available and result in impacts greater than the proposed route. More developed in this context is a relative term and is simply a comparison between the number of existing businesses in one block as compared to the number of businesses in another block.

Not constructing the couplet was an alternative addressed on page 8 of the draft negative declaration and mentioned again in the response to Mr. Owens comments.

Within the framework governing relocation of persons and businesses, the project will not require the relocation of persons or businesses.

Economic and social impacts were identified and addressed in the draft negative declaration. Economic impacts of a short term nature are anticipated during the initial changeover to the couplet. The change in traffic pattern may temporarily affect local shopping habits; however, as local shopper become accustomed to the change and realize that there is less congestion and that the shops are more accessible, their shopping habits are expected to return to a level equal to or exceeding that existing prior to the changeover. Local attractions such as ocean beaches, parks and shopping centers may draw the tourist traffic back into the local market place. The couplet in itself is not expected to cause the demise of any economic or social amenities.

MABEL GARNER

Comment:

1. Leave Sherman and Sheridan as they are.
2. Take corner off C.H. at Sheridan for less sharp turn.
3. Put trailer houses, etc., northbound on truck route.

Response

Not constructing the couplet was considered as alternative 5 of the draft negative declaration and was touched upon again in response to Mr. Owen's comments. The proposed couplet will ease the curve near Cutlip's (if that is the area you refer to as C.H.). Trailers, etc., only travel the truck route now if they are coming from the beach on the Cape Arago Highway and intend to travel north on U.S. 101.

L. G. CUTLIP

Comment:

"From the outcome of the hearings we feel our operations and business will be greatly jeopardized with the on-coming traffic and there will be some question for us to continue to operate our business as we have in the past fifty-four years.

We were told we would be granted fourteen feet for loading and unloading transports which we find is not sufficient. It will be impossible for all delivery trucks, freight lines, milk truck tankers, retailers, etc., to enter and exit our premises safely in the space allotted in your preliminary plans. We have never had a traffic accident in fifty-four years by ingressing and egressing from our premises at the present rate of traffic.

Since we are greatly concerned about traffic safety, we would appreciate having someone in authority from your department come down and go over this problem."

Response

The proposed couplet does not change access to the property. It is recognized of course that traffic volume will substantially increase over the existing condition. Your specific request for someone to come down and go over the problem was forwarded to the Highway Division of the Oregon Department of Transportation.

A meeting was held between Mr. & Mrs. Cutlip and representatives of the Highway Division on February 7, 1978. The problem of access to the front of the plant was discussed. It was considered advantageous to both parties to revise the access to the rear of the building. This would require both some remodeling at the owner's expense and some fill and road connection work by the Division.

The Division is now working on a design for this problem which will be acceptable to both parties.

MRS. ROBERT EMMETT

Comment:

"How are the 'hill people' (Washington Street south of Sherman... and all those related streets...) to proceed North? Will there be a stop-light regulating the southbound traffic on Hwy 101 so the populace on the hill can proceed North? Will we take our chances on trying to get across...down to Sheridan to Virginia and then west on Virginia to get to the Pony Village or points west? Most inconvenient!"

Response

Sherman Avenue traffic coming off the hill south of Washington will be provided with a route onto the new northbound pattern. Access to the southbound pattern will remain essentially as it now exists. No traffic signal is being considered for this intersection at this time. The southbound lane will be reduced to two lanes to match U.S. 101 further south. Traffic coming off the hill and desiring to travel north will stop at the intersection and cross two southbound lanes onto Washington which will be one-way east, travel to Sheridan and make a left turn onto the one-way northbound traffic there. The crossing of the southbound lanes onto Washington should be less hazardous than the existing condition.

The next three persons spoke on behalf of the Star of Hope and their comments will be stated and responded to as a single imput source. Their written statements express the same basic comments and only the oral testimony is recorded here.

MARC T. KANE

Comment:

"The Star of Hope Activity Center is in North Bend. We are in a 'must move' situation in our present facility. The facility is to be located between Sheridan and Sherman just immediately south of Montana. So that puts us very much in the heart of this project. In fact, the project will wrap around us, so to speak. The piece of property that this building will be placed on is currently owned by Coos County. Knowing our plight in terms of space and our proposal to build a building, Coos County proposed to deed to us this piece of property between Sheridan and Sherman immediately to the south of Montana. What we are suggesting is that we try to find some compatible proposal between the State Highway Department and ourselves. Therefore, we requested that the State not request as much of the right-of-way as they are currently requesting."

LILAH BIDWELL

Comment:

"The sooner we get our building the sooner we can provide for the other retarded adults. So my concern is that we need the building now and if we cannot use this property it's going to be quite a bit longer before we can use it so I urge you to consider the retaining wall."

LYNN HEUSINKVELD

Comment:

"I just want to underline that the Star of Hope desperately needs to relocate."

Response

The Star of Hope, Coos County, the City of North Bend and the Highway Division of the Oregon Department of Transportation held several posthearing meetings to resolve the on-site parking deficiency outlined in the formal hearing. The alignment, grade and right-of-way requirement of the proposed roadway in the vicinity of the Star of Hope's building site was altered to allow for parking. Coos County then agreed to deed the revised right-of-way parcels to the State and to the Star of Hope.

MRS. DONALD SHARMAN

Comment:

"As one who must use this highway many times a year, has anyone even considered the northbound traffic remaining on Sheridan two more blocks then angling over and coming out around Bay Avenue? This would bring the two highways back together at the only logical place - outside of the congested area. As for the businesses along Sherman not getting as much trade, well, as it is now if I want to stop at McKays I will come down Union northbound to make it easier to get through traffic. My point being if you want to stop - it's going to be easier to get there with a controlled flow of traffic than it is now, and this one-way system is needed so very much. I do not believe that the inconvenience to a few should stop the progress of this highway. But as long as you're doing it - do it right, and don't take it only half-way through town!"

Response

The problem area identified for a long period of time has been the central business district. The scope of the project did not include the residential area north of the proposed couplet. Again, this is not to say that a problem does not exist in the area you mention. For the present, funding is not available to undertake the routing you suggest. It is not too early for the citizens to suggest this as a future project. Your other coments have been noted.

The following comments all favor the project and response is only given where it appears necessary.

BILL SMITH

Comment:

"I think the City has shown good judgment in considering the State's proposal for a one-way couplet. It will definitely relieve our traffic and parking problems. I urge the City and the State to adopt this proposal."

WILLIAM B. CUSACK

Comment:

"Pony Village wants to be on record as being in favor of the Sherman-Sheridan couplet. We feel that the change would be less hazardous to the pedestrian, to the drivers of the automobiles that are parking on the east side of Sherman, and, in my opinion would allow the traffic to move faster than the current 25-miles per hour, which I feel is restrictive."

Response

Raising the speed limit through the central business district was not addressed in the draft negative declaration. Travel time through the area should be reduced due to elimination of congestion which now exists and by the addition of one more travel lane through the central business district.

DAVID D. SANT

Comment:

"Having been a resident of the North Bend area for six years, I am vitally aware of the safety hazards that exist on Highway 101 in downtown North Bend. Therefore, having looked at the plans for the couplet, I heartily endorse the project in the best interests of my family and, in my opinion, the community."

DEAN A. SMITH

Comment:

"I have been a resident of North Bend for most of my life (almost 47 yrs.). In that time I have seen the traffic on Sherman Avenue grow by leaps and bounds. I have seen parked cars lose their doors when opened in the face of moving traffic. I have seen cars sideswiped because of narrow lanes. I have seen trucks use two lanes at once to avoid sideswiping cars. I have seen traffic snarled by accidents that could have been avoided had there been wider lanes and one-way traffic.

It is, therefore, my feeling that the proposed couplet is vitally needed by the City of North Bend. I hope you will see fit to undertake this project, which I, also believe will lead to the rebirth of the downtown area."

JACK TANOUS, Stalcup Trucking, Inc.

Comment:

"The traffic congestion and narrow streets that currently exist in the City of North Bend are constant traffic hazards. The loss incurred by our fleet due to accidents in this congested area is very high in proportion to any of the cities our trucks must travel through.

Please accept my whole hearted endorsement and support of the Sherman-Sheridan Street interchange project. The highway improvement project is vital to our industry and to the safety of our fleet, as well as the general public."

ANTHONY T. STANFILL, Stanfill's Auto Body Shop

Comment:

"We favor installing a one-way couplet on Sherman Avenue and Sheridan Avenue in the City of North Bend."

BERNON BUCKINGHAM, Coos Bay Dredging Co.

Comment:

"We feel that the proposed Sheridan-Sherman couplet would in no way interfere with our business on Sheridan Street and feel it would eventually be beneficial to all people fronting on Sheridan and Sherman Streets."

DALE BAKER, Georgia-Pacific Corporation

Comment:

"Georgia-Pacific would be very much in favor of the project in question as our corporation runs a lot of heavy trucks through your town each day. This seems like an excellent solution to your traffic problem in North Bend. I believe it would expedite truck traffic considerably. It also appears that the cost would be minimal to put this project into operation."

VIRGINIA PRENTICE, North Bend Chamber of Commerce

Comment:

"The apparent threat to business and it is just apparent, cannot be the deciding factor to the impossible traffic congestion in downtown North Bend, Oregon.

No merchant wants a traffic pattern change in front of their store, (most people don't want a change of any kind), but due to the tremendous increase in traffic on 101 a change must be made and now!! In fact, improved traffic flow can indeed improve business.

I personally drive this area twice-a-day, it is out and out DANGEROUS!!!

The proposed couplet would relieve this impossible congestion in downtown North Bend, improve traffic flow, remove some of the hazards of this section of the highway and benefit the entire area."

SANDRA DIEDRICH, Coos-Curry Council of Governments

Comment:

1. There is a need for the couplet based on safety.
2. The future traffic needs indicate at least two more lanes of traffic are required.
3. The couplet is included in numerous plans for the City of North Bend and the North Bend/Coos Bay area. The couplet won local favor at an earlier time when it was discussed in the 1960's.
4. Because the project impacts an urban environment, wildlife will be affected only minimally.
5. The project will not negatively impact soil and water.
6. Traffic impacts will be adequately handled by guiding traffic movement through or around the construction. Noise generation during construction will not be great or unlike regular traffic sounds. Emissions during construction will not pose a problem. Once the project is complete, the couplet will provide increased traffic capcity, safety and operational efficiency.
7. Historic and archeological sites will not be adversely affected.

8. Noise impacts will not increase overall in the couplet area. The decreased noise levels on Sherman will make it more attractive for further development. The increased accessibility of Sheridan will make it more attractive for development.

9. No significant impact is directly attributed to right-of-way. The long term land use impact will occur because of the increased accessibility of those parcels fronting on Sheridan Avenue.

10. Economic impacts in the short term relate to disruption from construction. The short term effects are unavoidable and are not overly important. The long term effects, economically, will be derived from the tremendously increased accessibility and traffic flows in North Bend's CBD.

In consideration of the above, we, therefore, support the findings of the "Draft Negative Declaration" and support the conclusion that an environmental impact statement is not required.

Response

Comments noted.

APPENDIX

P.O. Box 1128 * Roseburg, OR 97470 * PH: 672-6658 PRO 6

September 1, 1977

Ladies and Gentlemen:

Attached is a copy of a traffic analysis study promised to those attending the public hearing July 14, 1977 pertaining to the proposed Sherman-Sheridan one-way couplet project.

This study is thought to be self-explanatory but if you have any questions do not hesitate to contact this office.

The City staff is now reviewing the hearing results and in the near future will be finalizing the negative declaration and will prepare a hearing study report. Some delay has occurred due to the negotiations between Coos County and City officials regarding the small parcel of right-of-way needed for the construction project owned by Coos County and has now involved the Star of Hope organization in the balance of the County's ownership in the lot.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.

cc: D.H. Moehring
Bill Brown
Frank Morrison
Al Roth
Irene Johnson

OREGON DEPARTMENT OF TRANSPORTATION
Project Management and Operations Planning Section
Urban Studies Unit

CITY OF NORTH BEND: ORE 101 ONE-WAY COUPLET PROPOSAL

Background

The City of North Bend and Region 3, Highway Division, asked the Urban Studies Unit to forecast traffic and do other analysis work in relation to the proposed construction of an ORE 101 one-way couplet on Sherman and Sheridan Avenues.

Meetings were held between city officials, Region 3 and Urban Studies Unit personnel to determine the scope of work required to answer the various issues and concerns of possible traffic impacts. Existing traffic control information was furnished by the city as well as opinions as to probable traffic pattern changes. Region 3 made special traffic counts. The Urban Studies Unit inventoried enough physical street data to compute capacities (Levels of Service).

This report is the result of the above-mentioned cooperative work. Thus, a "mini-study" has been completed including a ten-year traffic forecast for a portion of the North Bend Central Business District (CBD). This report will first present the existing (1977) traffic information and forecasts for 1987. After the general presentation of these forecasts, specific transportation questions and issues will be addressed.

Existing Traffic Controls and Assumed Changes

The 1977 traffic control conditions for a portion of the North Bend CBD are shown by Map 1. The anticipated or assumed traffic control conditions after construction of the new couplet are shown by Map 2.

These traffic control conditions are important, because they provide the basis for estimating which streets are most attractive to traffic. Those streets with stops or other impediments are assumed to have lower travel speeds and are assigned less traffic. Maps 1 and 2 are the basis for traffic volume assignments that will be discussed in the next section of this report.

1977 Traffic Volumes and 1987 Forecasts on the Existing System

The 1977 Summer Traffic Volumes shown on Map 3 are today's existing traffic conditions. Summer volumes were selected as they are the highest volumes of the year, indicating the "worst case" condition.

If no street improvements or changes are made, by 1987 summer traffic upon the existing system should be as shown by Map 4.

Traffic Growth 1977 to 1987

In more comprehensive studies traffic growth is forecasted based on changes in population and employment. These variables have proven to be among the most reliable indicators of traffic growth.

However, the time element of this mini-study did not allow such a level of investigation, with the accompanying additional forecasting reliability. As a substitute, the historical trend of traffic on ORE 101 traffic (Sherman Avenue) was examined and a growth factor (1.31) selected for the period 1977-1987. Figure 1 shows the historical traffic trends and the results of this work.

As the other streets in the CBD appear to function as part of a system with ORE 101, the same growth factor was assumed for traffic on these streets.

1977 and 1987 Traffic Forecasts With the New Couplet

Traffic patterns will change not only by the construction of the couplet, but because of changes in traffic control as shown by Maps 1 and 2.

With all of these changes completed, 1977 traffic should redistribute as shown by Map 5. The Urban Studies Unit has a relatively high level of confidence of forecasts on Sherman and Sheridan, and only slightly less confidence for traffic on Virginia.

However, for city streets such as Meade, Connecticut, Union, etc., the Urban Studies Unit did not have extensive historical traffic records or knowledge of current or new trip attractors in the area. One substantial new attractor in the area could make a significant change in CBD traffic circulation. The Urban Studies Unit used the advice and opinions of city officials and fairly complete traffic counts as a basis for traffic assignment. These local street forecasts should be considered as the Urban Studies best effort, but realizing that there may be unknown local factors or conditions, which were not taken into account. The forecasted traffic for 1987 is shown by Map 6.

Capacity and Level of Service

In urban areas, the signalized intersections control the traffic carrying capacity of streets. It should be understood that there is no single value of traffic capacity for a street. Under varying conditions, more or less traffic can satisfactorily use a given street. An addendum describing Level of Service and Service Volume is included as an appendix to this report. This addendum will give the reader a reasonable picture of what driving conditions would be like under the various Levels of Service.

The forecasts of Levels of Service for four signalized intersections are shown by Table 1. Levels of Service are shown for peak hour conditions for 1977 and 1987 for existing conditions (no build) and for conditions after couplet construction, together with all other traffic control changes.

Technical interpretations of Table 1 are as follows:

1. The intersection of Virginia and Sherman is operating at Level of Service "D" now. This level is becoming more acceptable in urban areas during peak hours.
2. If no changes are made, Virginia and Sherman will operate at Level of Service "F" during peak hour in 1987. Level "F" is a clearly undesirable traffic condition.

3. If the couplet and other changes are implemented and Virginia is left with four lanes between Union and Sheridan, the intersection of Virginia and Sherman will operate at Level "C" in 1977 and Level "E" in 1987. Level "C" is quite desirable. Level "E" is not desirable, but is not as bad as Level "F". Despite some delay, traffic can still get through during peak hours; during the remainder of the day conditions are quite acceptable. When conditions actually approach Level "E", it is entirely possible that a low cost traffic engineering modification could improve the Level of Service.

4. If the couplet and other changes are implemented and Virginia is three-laned (with center lane available for left turns or straight through) between Union and Sheridan, the capacity will be improved to Level "B" in 1977 and Level "D" in 1987. This is due to making it easier to make turns and to wider lanes in which to maneuver. It is not advisable to three-lane Virginia west of Union because two lanes are needed in each direction. The three-laning mostly helps turning moves, and turning moves should not be as great a problem west of Union as to the east.

5. The intersection of Virginia and Sheridan is shown at Level "C" or better now. The intersection is presently unsignalized and traffic volumes are low. Conditions will change at this intersection after construction of the couplet. A three-phase signal will be necessary. Level of Service "C" will be obtained in 1977, but increasing traffic will lower the Level of Service to "D" in 1987. In order to attain Level "D" in 1987, a right turn lane will be needed westbound on Virginia. This will require the removal of from 50 to 100 feet of parking.

6. The couplet per se would not change traffic at Virginia and McPherson very much, but moving the truck route does. Current service at this intersection is at Level "A". With the changes, 1977 service will be at Level "B". In 1987, with the couplet and other changes, the usually acceptable Level of Service "D" will be obtainable.

7. There are no capacity problems forecasted at Sherman and Florida, where a signal will be relocated from Sherman and Connecticut.

Specific Questions and Issues Discussed

Attached as part of this report are two letters, a May 20, 1977 letter from the city and a May 23, 1977 letter from Region 3. The questions and issues raised in these letters (those not earlier covered in this report) as well as those received by telephone by the Urban Studies Unit will be paraphrased and discussed below.

1. How will a signal at Virginia and Harrison impact traffic movement on Virginia, considering construction of the couplet?

   There should be no discernable impact on the area under study by a signal at Harrison. The impacts of the couplet have been discussed earlier.

2. Is Virginia a reasonable alternative to the existing truck route?

   Virginia does appear a viable alternate to the existing truck route. Three-laning Virginia between Union and Sheridan will provide wider lanes for trucks and ease turning problems.

3. Questions relating to capacity--are there any bottlenecks?

   Levels of Service (capacities) have been discussed earlier. The Urban Studies Unit discovered no bottlenecks. The Levels of Service shown by Table 1 are based on recommended lane configurations and turning moves evident to our technicians (see Figure 2). Many other combinations are possible and other engineers may be able to improve upon this work.

4. Can the city expect additional curbside parking restrictions?

   In general, No. However, near 1987 a right turn lane may be desirable westbound on Virginia on the east side of Sheridan. One hundred feet of parking removal would satisfy this need, if in fact it actually occurs.

5. Will there be truck turning path problems at Sherman and Sheridan?

   Map 7 shows a suggested radius design for Virginia and Sherman. Curbs should have a 25-foot minimum radius. It should be remembered that Sherman presently has four narrow lanes. With the couplet concept, the wider 12-foot lanes will ease turning moves from present conditions.

   There should be no truck turning problems at Virginia and Sheridan.

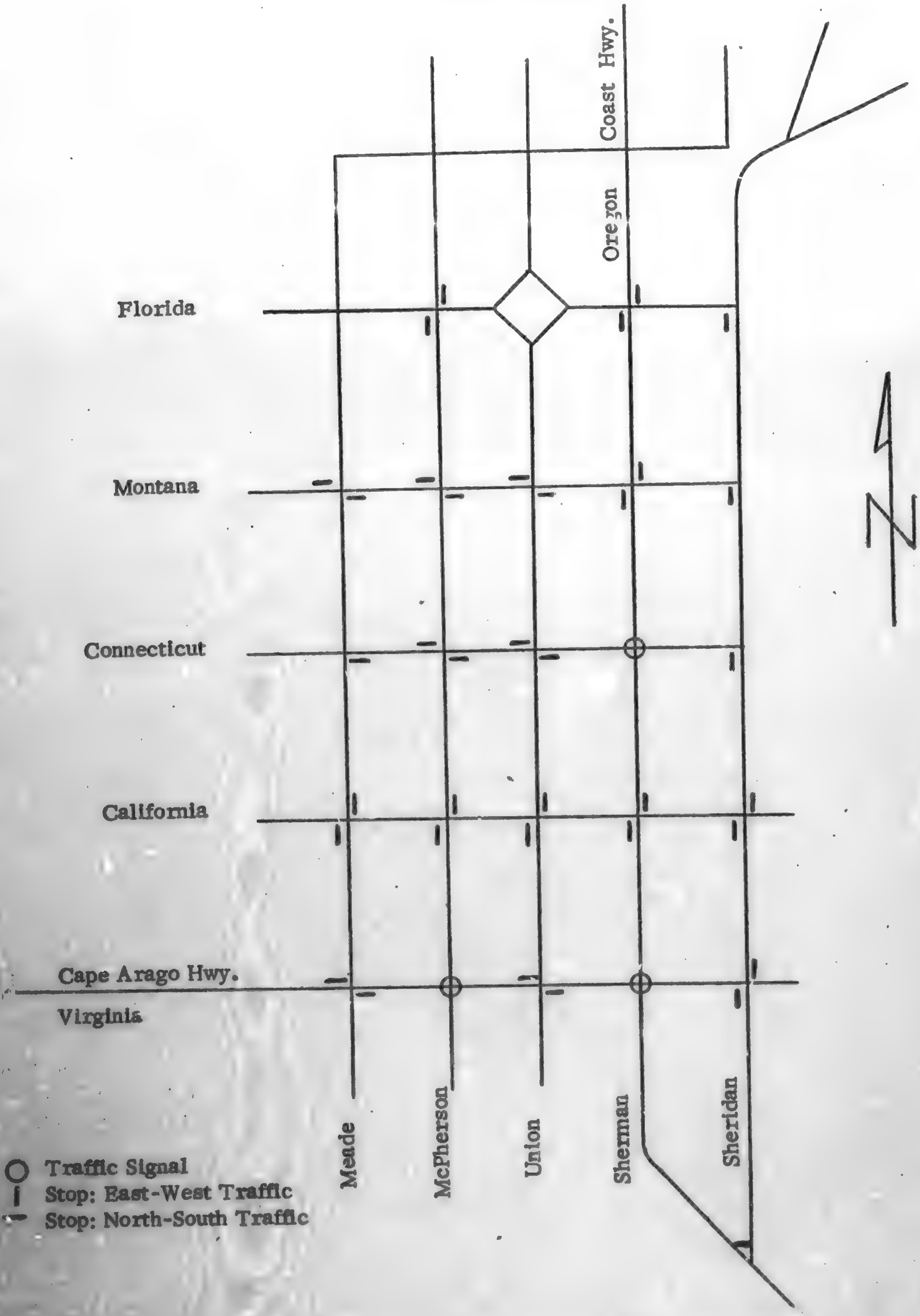
6. Will Union experience increased traffic by vehicles eastbound on Virginia turning left on Union to take the two block shorter path to ORE 101?

   We don't think so. The left turn to Union would be at an unsignalized intersection in the face of substantial on-coming traffic. Motorists, especially heavy trucks, usually attempt to avoid this situation. However, if the problem actually occurs eastbound traffic on Virginia at Union could be signed to prohibit left turns. As an alternative, a stop sign or two on Union would make the route unattractive from a time standpoint.

Mel Makin/William L. Cranford
August 26, 1977

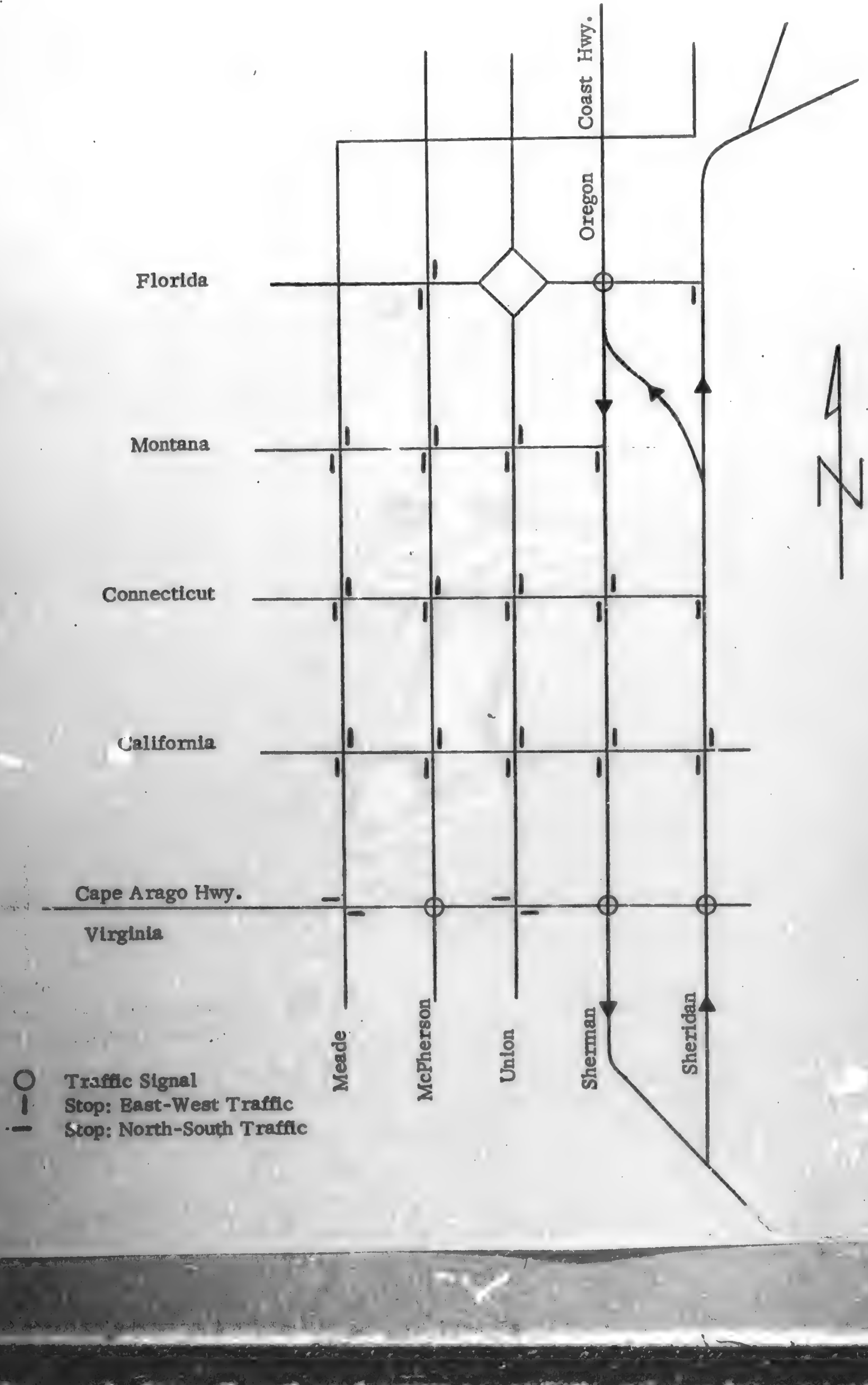
MAP 1

NORTH BEND: ORE 101 COUPLET PROPOSAL
Current Conditions



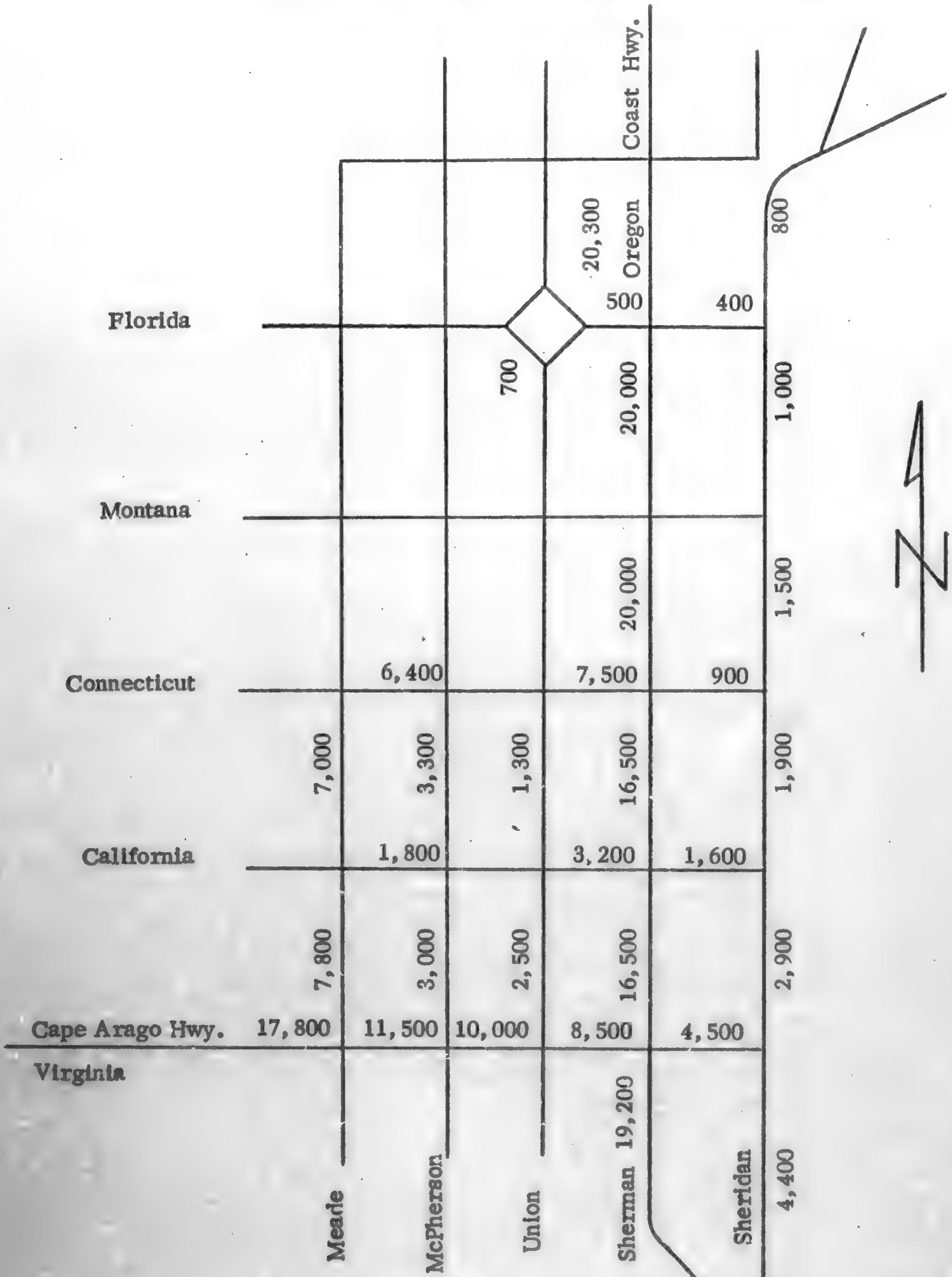
MAP 2

NORTH BEND: ORE 101 COUPLET PROPOSAL
Assumed Changes in Traffic Control Conditions
With Sherman-Sheridan Couplet



MAP 3

NORTH BEND: ORE 101 COUPLET PROPOSAL
1977 Summer Traffic Volumes with Current Conditions



MAP 4

NORTH BEND: ORE 101 COUPLET PROPOSAL
1987 Summer Traffic Volumes with Current Conditions

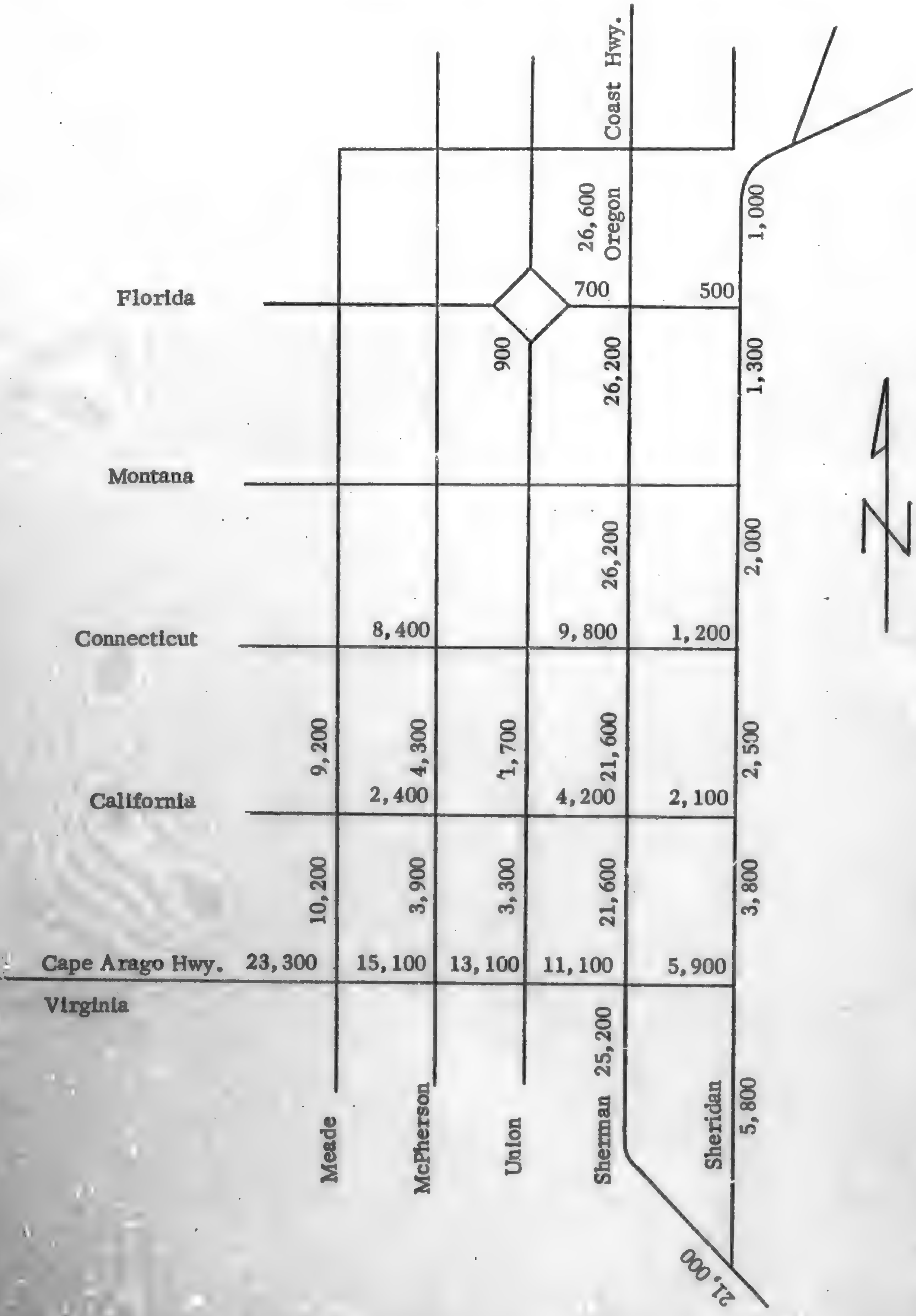
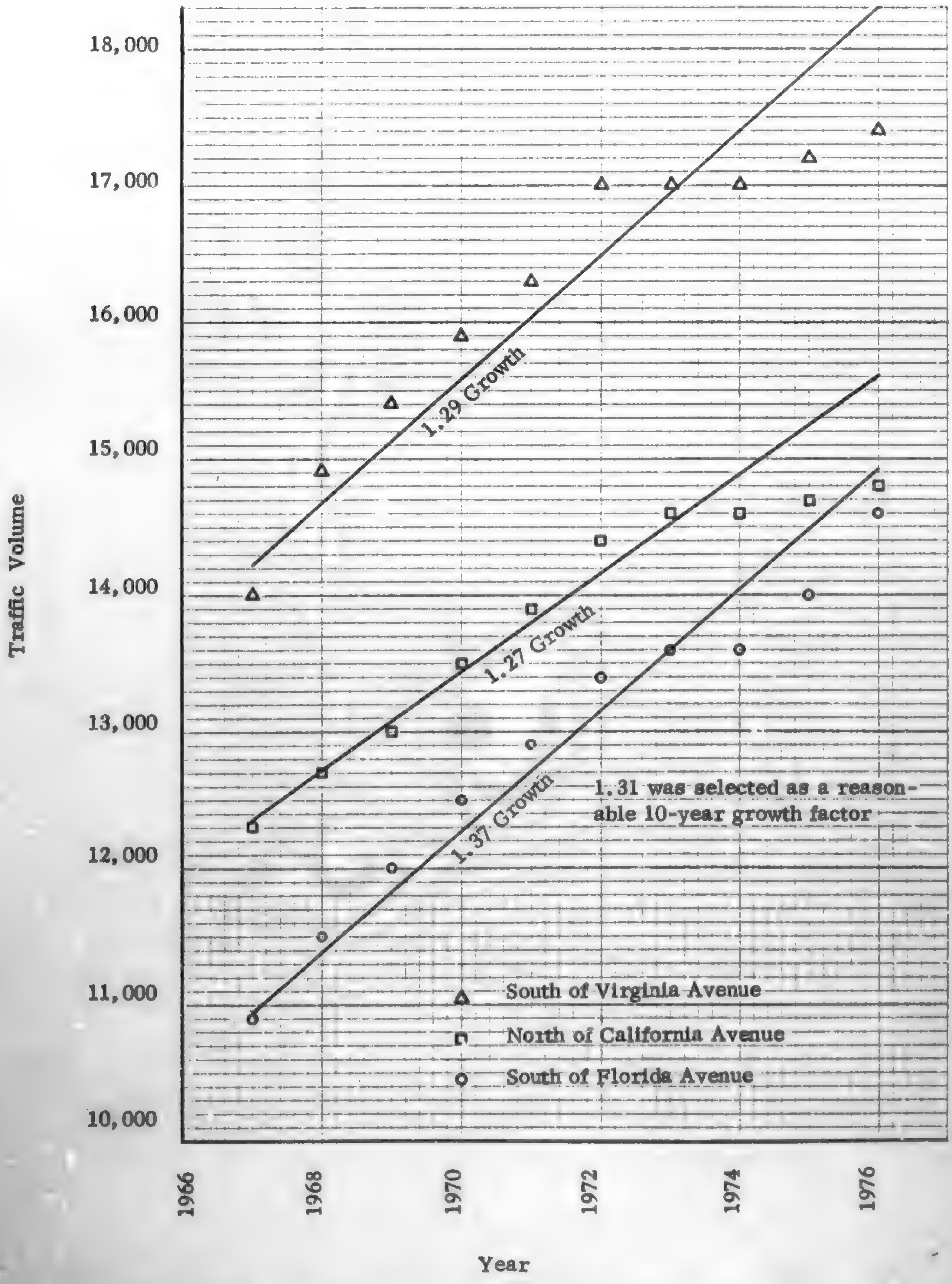


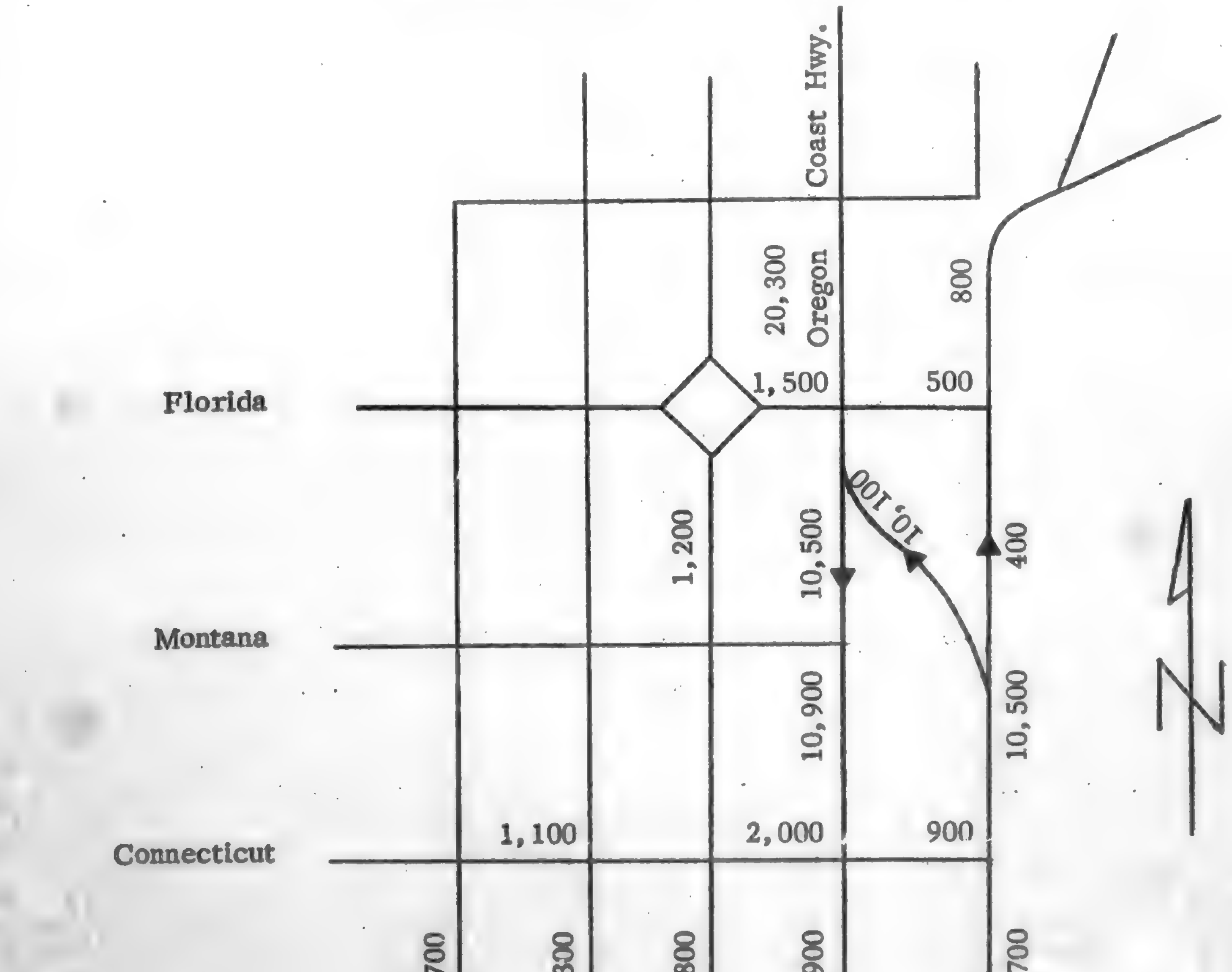
FIGURE 1

NORTH BEND: ORE 101 COUPLET PROPOSAL
Historical Average Daily Traffic Volumes on Sherman Avenue


1.31 was selected as a reasonable 10-year growth factor

MAP 5

NORTH BEND: ORE 101 COUPLET PROPOSAL
1977 Summer Traffic Volumes with Sherman-Sheridan Couplet and Assumed Changes in Traffic Control Conditions



MAP 6

NORTH BEND: ORE 101 COUPLET PROPOSAL
1987 Summer Traffic Volumes with Sherman-Sheridan Couplet and Assumed Changes in Traffic Control Conditions

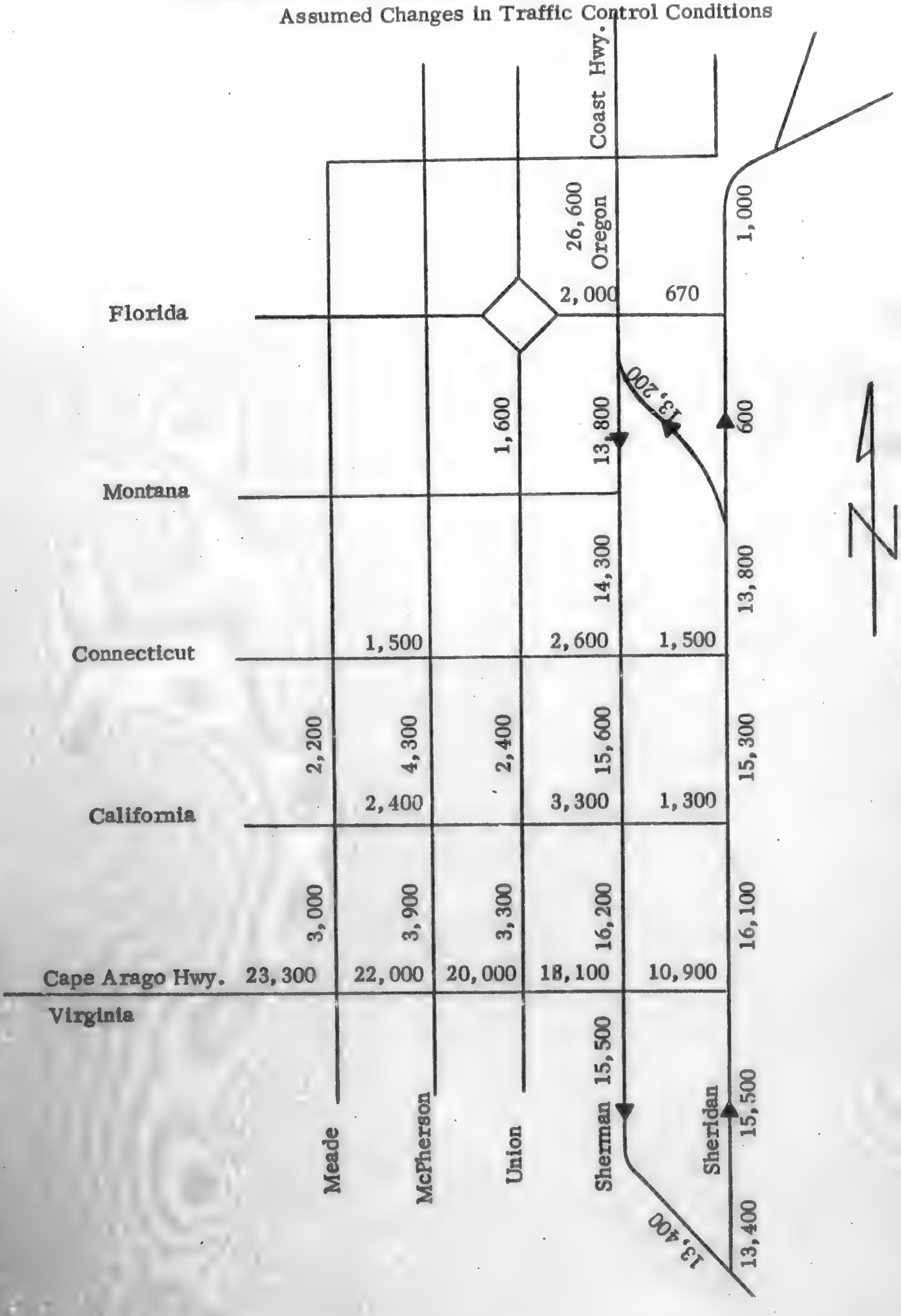


TABLE 1

Intersection	Level of Service			
	1977		1987	
	Existing [1]	Couplet [2]	Existing [1]	Couplet [2]
Virginia and Sherman 4-Lane Virginia as now	D	C	F	E
Virginia and Sherman 3-Lane Virginia	N/A	B	N/A	D
Virginia and Sheridan	C [3]	C	C [3]	D
Virginia and McPherson	A	B	B	D
Sherman and Florida	N/A	A	N/A	C

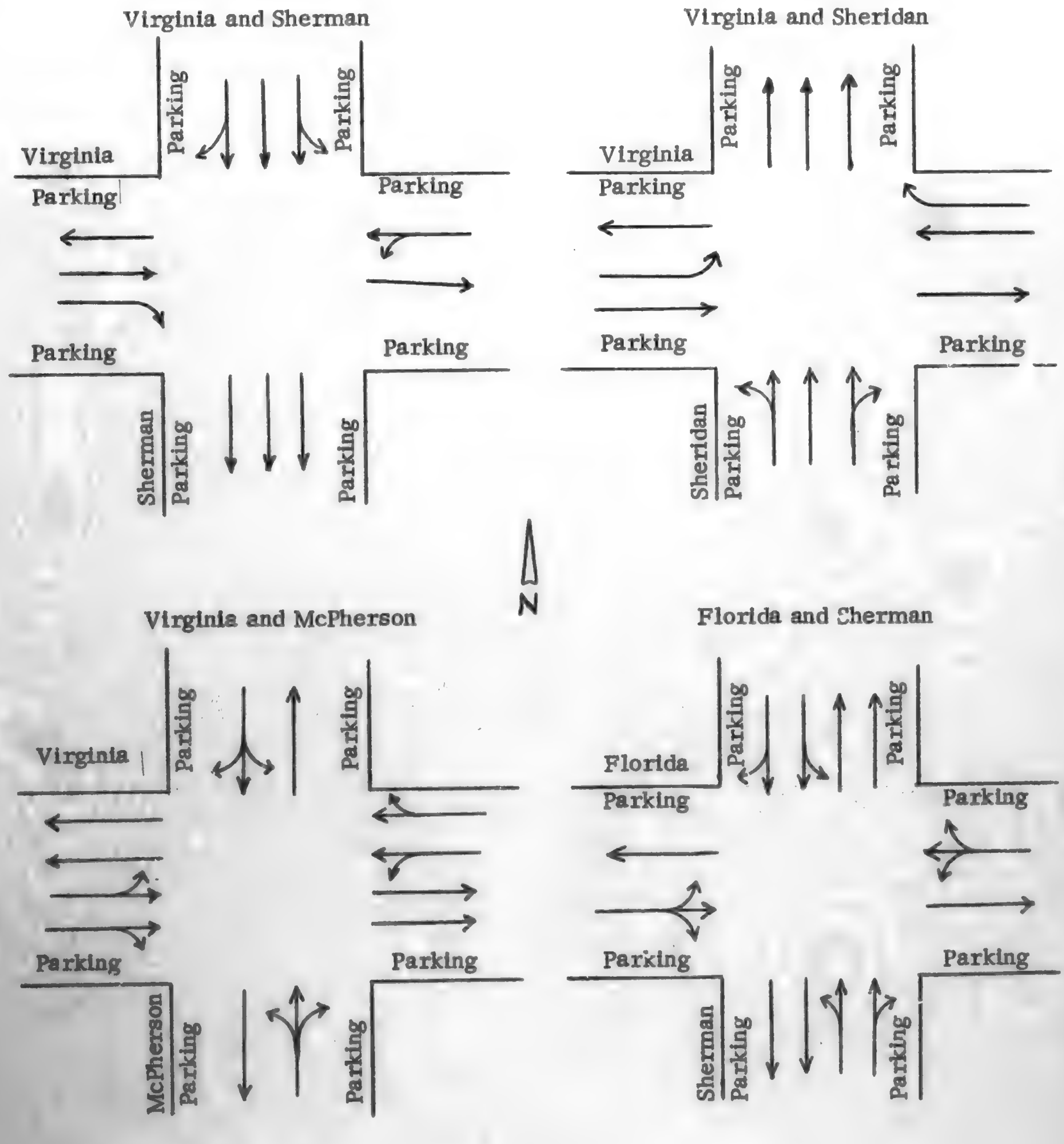
---

[1] Traffic control conditions as existing in 1977 (Map 1). No couplet construction.
[2] Traffic control conditions as shown on Map 2 with couplet completed.
[3] Estimated at Level of Service "C" or better under 1977 and 1987 "No Build" conditions.

N/A = Not Applicable

FIGURE 2

NORTH BEND: ORE 101 COUPLET PROPOSAL
Proposed Lane Diagrams at Signalized Intersections
With Sherman-Sheridan Couplet Completed


Virginia and Sherman

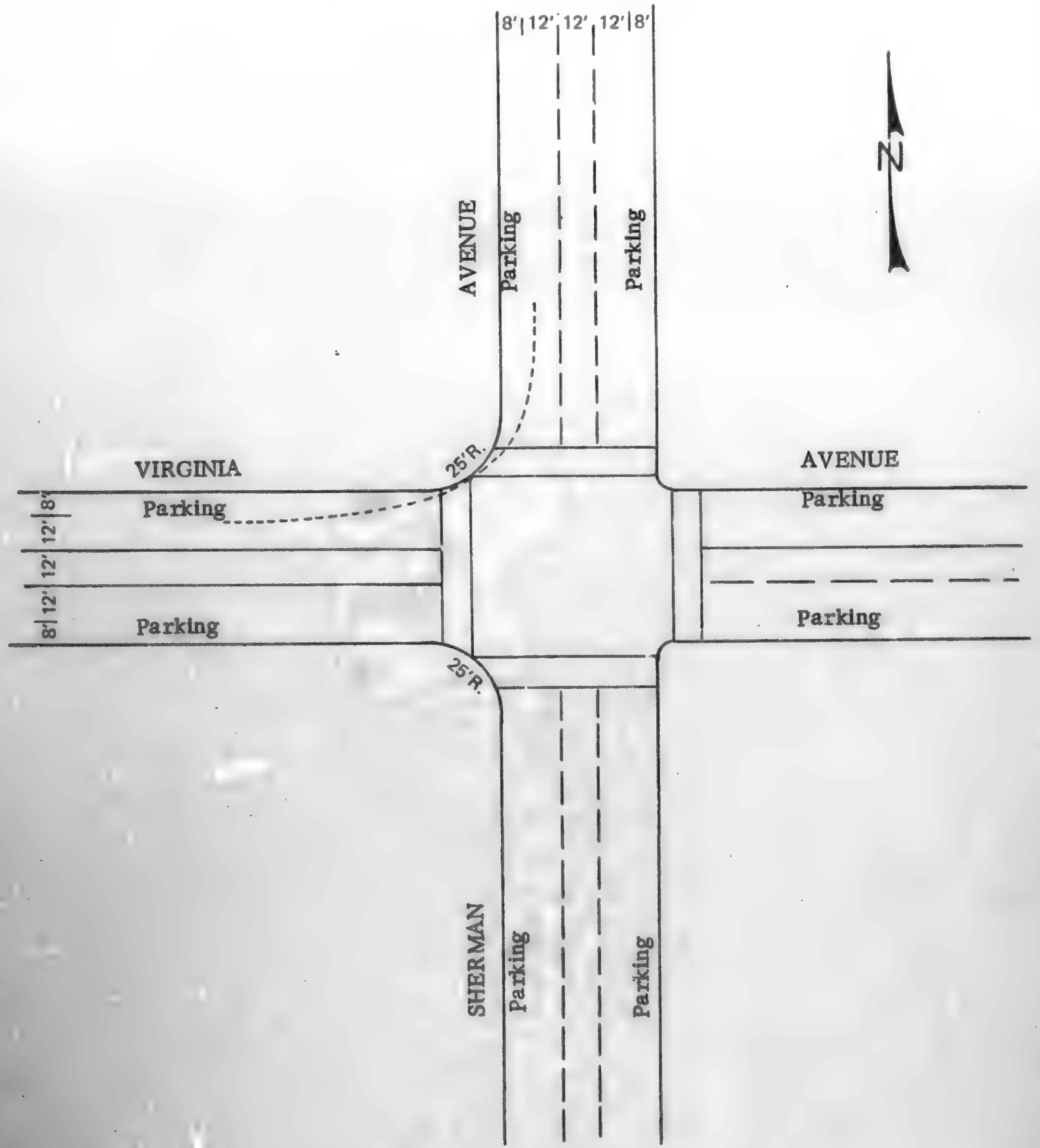
Virginia and Sheridan

Virginia and McPherson

Florida and Sherman

MAP 7

NORTH BEND: ORE 101 COUPLET PROPOSAL
Suggested Turning Radius Design for Virginia-Sherman Intersection



APPENDIX

CAPACITY AND LEVEL OF SERVICE

The Highway Research Board has produced a Capacity Manual (SR-87). It is used as the bible for traffic volume capacities by almost everyone working in the field. In the new manual, the word "capacity" has been replaced with two terms, "Service Volume" and "Level of Service", the latter term being followed by an alphabetic letter, A through F.

Level of Service "A", the highest level of service, is a condition of freely flowing low volume traffic, which is moving at higher speeds. Level "B" and each succeeding level through "E" describes traffic at higher volumes and lower speeds. Each succeeding level implies increasing restrictions on the motorist's ability to maneuver, more traffic delays and a lower level of safety.

Level "B" is the level generally used for design purposes in rural areas, while Level "C" is the level generally used in urban areas. Level "D" indicates traffic still moving satisfactorily, according to many city standards, but with increasing restrictions on maneuverability and having slower speeds. Level "E" is the condition at which a further lowering of speed results in a reduction in traffic volumes. Level "F" traffic has sharply diminishing traffic volumes and indicates very slow traffic speeds; perhaps so slow as to amount to a complete stoppage.

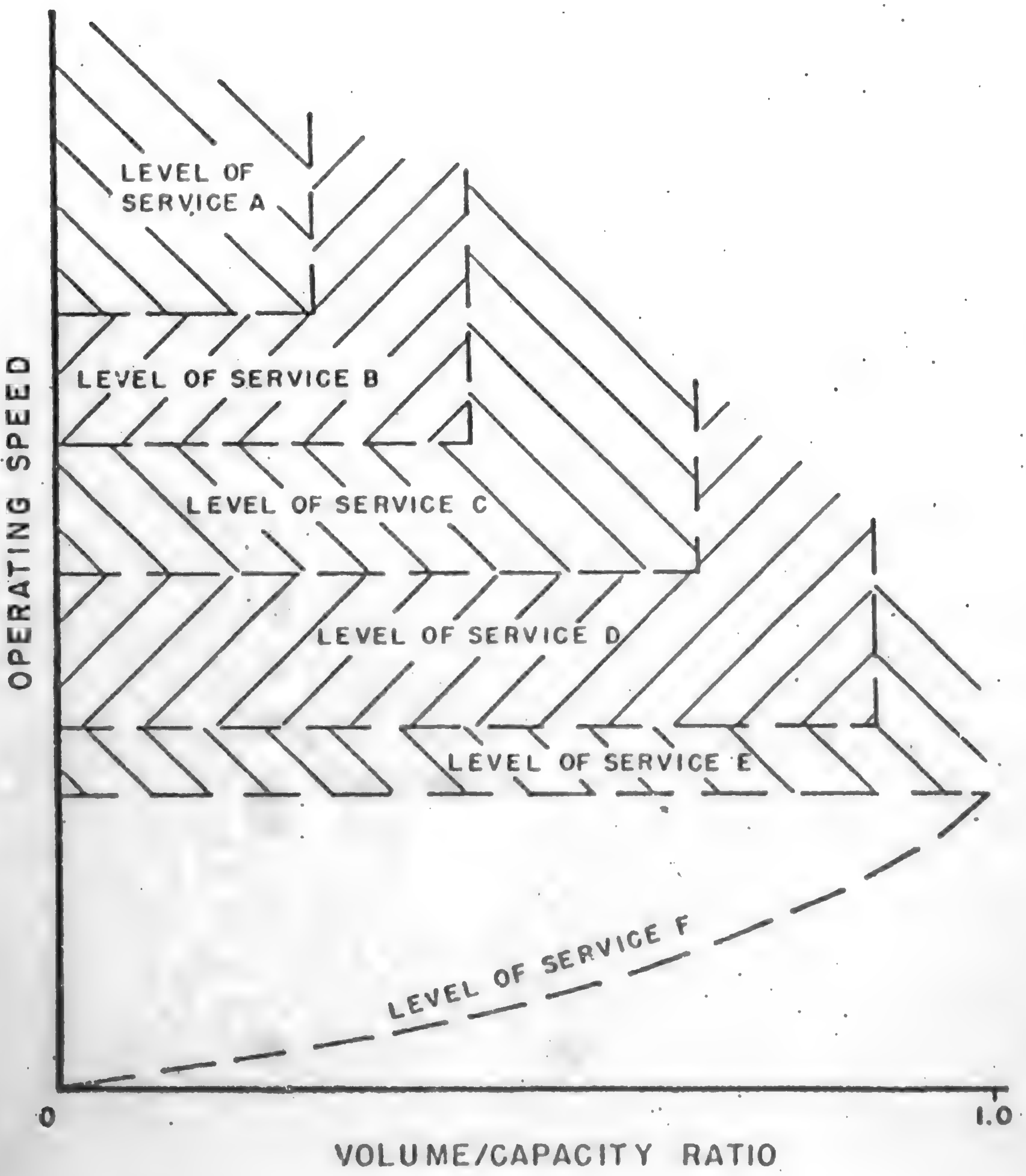
It should be understood that severe overloads may only occur for short periods of time (such as during rush hours). Thus, a street may function at Level "E" for only one-half hour per day, and function at Level "C" or better at other times. Such a condition may or may not be acceptable to the local community.

Perhaps, the most significant levels of service to an urban study are Levels "C" and "E". Traffic volumes forecasted at Level "C", or better, can be considered satisfactory. Traffic predictions at or more than a Level "E" volume are usually not acceptable. In such cases, the higher predicted loadings cannot occur. Delays will so impede the motorist that he will seek other routes or alternate destinations and the predicted volumes will not materialize. Therefore, alternatives should be sought to either: (1) increase capacity; (2) provide alternate or relieving facilities; or (3) alter the land-use plan to relieve the traffic demand.

For most cities, the first two methods are used to alleviate the forecasted traffic problems. Should the proposed projects be, for any reason, unacceptable to the community, new and different attempts could be made to increase capacity or provide relieving facilities. Should all this fail, the city may want to give serious consideration to altering the trend of land-use.

Attached are conceptual drawings concerning the interrelationships between level of service, vehicle operating speeds and the volume-to-capacity ratio and direct quotations concerning level of service from the Highway Capacity Manual.

William L. Cranford
9/16/76


LEVEL OF SERVICE A
LEVEL OF SERVICE B
LEVEL OF SERVICE C
LEVEL OF SERVICE D
LEVEL OF SERVICE E
LEVEL OF SERVICE F
OPERATING SPEED
0
1.0
VOLUME/CAPACITY RATIO

From Capacity Manual SR-87

"Six levels of service have been selected by the Committee for application in identifying the conditions existing under various speed and volume conditions on any highway or street. It should be noted that other intermediate levels may be established by other jurisdictions for specific conditions. The descriptions here relate to uninterrupted flow and are broadly generalized; definitive values are given in Chapters Nine and Ten for each type of highway. These levels of service, designated A through F, from best to worst, cover the entire range of traffic operations that may occur. On many specific streets and highways, the better levels cannot be attained.

Traffic operational freedom on a highway of a particular type is considered equal to or greater than level of service A, B, C or D, as the case may be, when specified values of the two separate conditions previously described are met. These conditions require that: (1) operating speeds or average overall speeds be equal to or greater than a standard value for the level considered, and (2) the ratio of the demand volume to the capacity of any subsection not exceed a standard value for that level. Level of service E describes conditions approaching and at capacity (that is, critical density). Level F describes conditions under high-density conditions when speeds are low and variable; it is not effectively described by combinations of speed and volume-to-capacity ratios, because these may vary widely.

Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

Level of service C is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practice.

Level of service D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

Level of service E cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway. At capacity, speeds are typically, but not always, in the neighborhood of 30 mph. Flow is unstable, and there may be stoppages of momentary duration.

Level of Service F describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero."

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

February 23, 1978

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

On February 7, 1978, Mr. Shirley, Regional Engineer; Mr. Frank Morrison, Resident Engineer; and Mr. Glen L. Clark, Regional Federal-Aid Engineer contacted Mr. and Mrs. Cutlip, owner of the ice cream manufacturing plant and beer distributor on Sheridan Street near Washington Street as per their request at the formal hearing pertaining to the Sherman-Sheridan One-Way Couplet in North Bend.

The problem of access to the front of their plants was discussed. It will be more difficult to service the plant from the front after the new roadway construction is completed. First, the traveled way will be forced closer to their operation due to reconstruction of the connection from US101. Secondly, the traffic volume will be increased in front of their operation. It will no longer be tolerable to allow trucks to block the traveled way as is now accepted due to the city street and low volume category of the facility.

It was considered advantageous to both the highway division and to the Cutlips to revise access to the rear of their building. Some remodeling will be required to the building which would be at the owner's expense. The state would consider constructing a fill for a loading platform and roadway to the street as a part of the project.

Mr. Frank Morrison was to proceed with some preliminary engineering to work out the details. When a design was acceptable to both Mr. Cutlip and the state it was to be forwarded to region.

The city is finalizing the draft negative declaration at this time and this letter should serve as documentation of the requested contact.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
PME ☒ COE ☒ OM ☐
LGE ☒ FAE ☒ OPE ☐
FEB 23 1978
M
File: PM FA
TAA LG OP

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Brown
Frank Morrison

9073

9
N. Bend

Salem, Oregon
January 9, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Florida Ave.-Vermont Ave.
(North Bend) Section
Oregon Coast Highway
Coos County

Attached are 5 descriptions, an authorization and prints of R/W Map 5B-13-12 covering R/W for the subject project, which is scheduled for June 22, 1978.

Please note that the Region would like to have the description of the Coos County property (File 50113) as soon as possible, as the balance of their property is being sold to the Star of Hope and they need to know the dimensions of our taking.

BY:

Floyd O. Scott
R/W Docs. Engineer

FOS:mg

Attach.

FORM 81-[illegible]3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 4, 1977

FILE: *PR06*

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: *ALFRED SHIRLEY, JR.*
Regional Engineer

SUBJECT:

TO: *MEMO TO THE FILE*

NOTED
E. S. HUNTER

On Thursday September 29, Alfred Shirley Jr., Regional Engineer, B. E. Brown, District Engineer, and Glen Clark, Regional Federal Aid Engineer, met in Coquille with the Coos County Board of Commissioners and representatives from the Star of Hope organization to discuss proposed right of way taking on Coos County property needed for the Sherman-Sheridan Avenue Couplet in the City of North Bend.

Mr. Shirley advised those present that our engineering section in Salem had made a study of the proposed design and by making a slight change in alignment, grade and slopes, the taking would allow adequate room for the Star of Hope's proposed operations as outlined in the public hearing on this project. This appeared to make the Board of Commissioners happy as well as the Star of Hope organization.

It is the recommendation of this office that the final design incorporate the revisions as shown on the attached sketch - these being the revisions worked out in the Location Section.

as/cw
Attach.

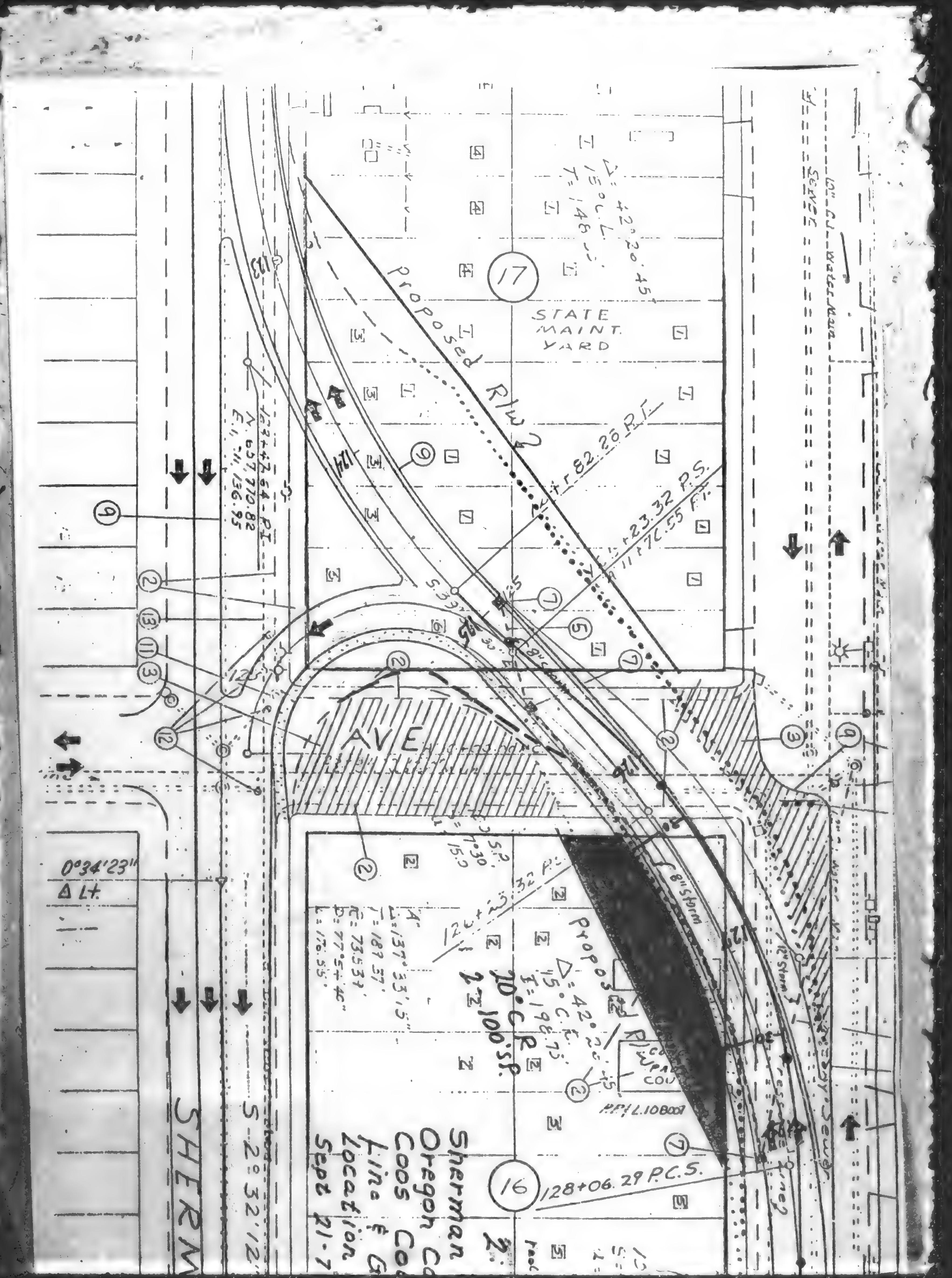
cc E. S. Hunter
F. E. Terpin
J. H. Versteeg
F. D. Morrison

RECEIVED
TECHNICAL SERVICES
OCT 6 '77
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

cc Versteeg
Terpin
Christensen
10-6-77 jk

NOTED
J. H. VERSTEEG


STATE MAINT. YARD
Proposed R/W
17
16
AVE
SHERM
S 2° 32' 12"
0°34'23" Δ Lt.
123+47.64 P.I.
N. 657,770.82
E. 1,136.95
+ r 82.26 R.T.
+23.32 P.S.
11+76.55 P.T.
Δ = 42°20'45"
15° C.L.
T = 148
S 39°
8" Storm
12" Storm
124+23.32 P.C.
"A"
Δ = 137°33'15"
T = 187.57
E = 73.537
D = 77°54'40"
L = 176.55
Proposed R/W
Δ = 42°20'15"
15° C.E.
T = 198.73
10° C.R.
2 2 100' SP
128+06.29 P.C.S.
P.P. & L. 10800
Sewer
12" C.I. Water Main
Sherman
Oregon Co
Coos Co
Line & G
Location
Sept 21-7
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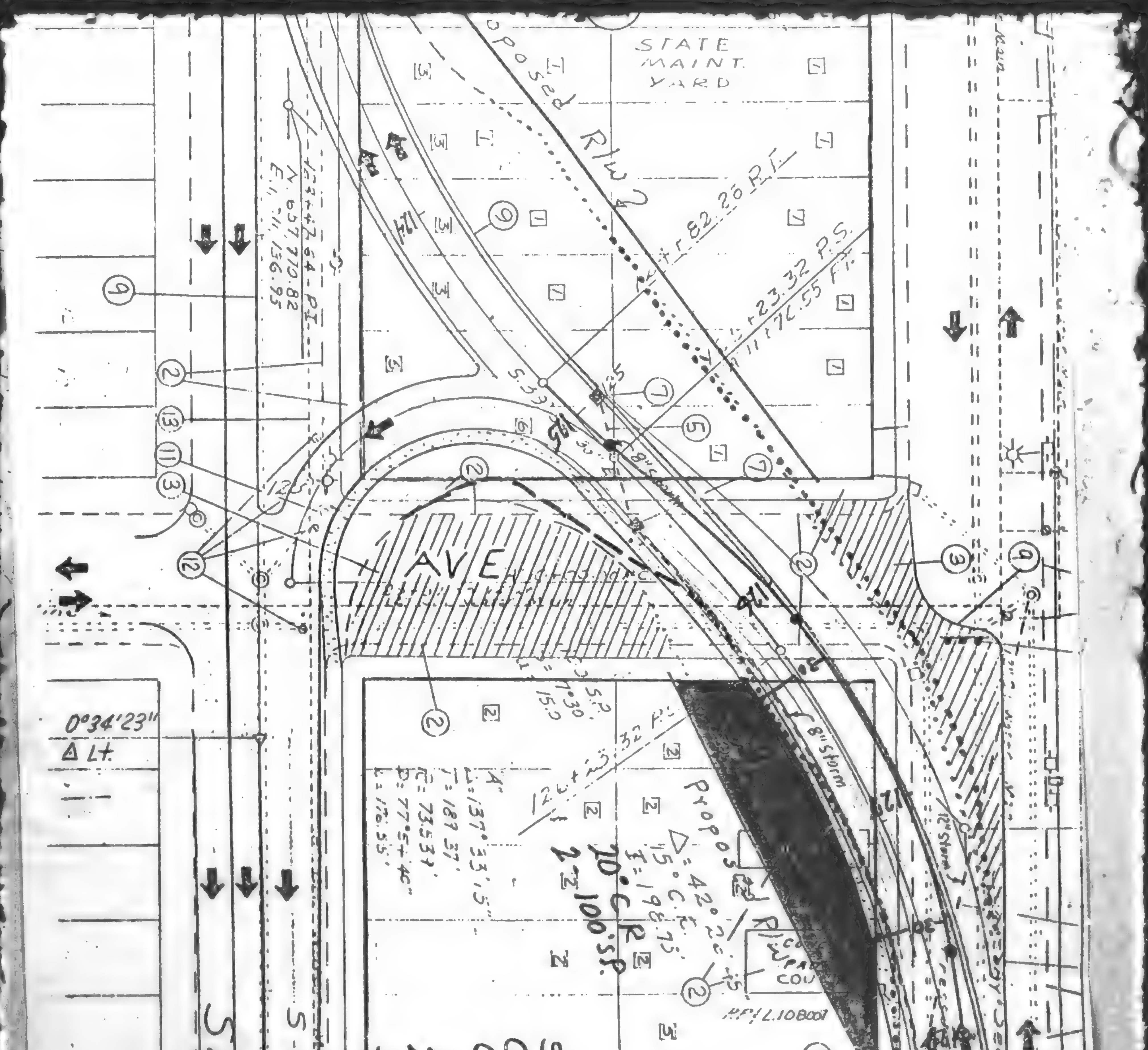
STATE MAINT. YARD
Proposed R/W
AVE
SHERMAN
S 2°32'12" W
0°34'23" Δ Lt.
123+47.64 P.I.
126+23.32 P.S.
128+06.29 P.C.S.
8" Storm
Proposed R/W
Δ=42°20'15"
10° C.R.
1:1 100' SP.
OREGON PACIFIC CO.
R.P.I.L.108007
16
2:1 Slopes
Sherman - Sheridan
Oregon Coast Hwy
Coos County
Line & Grade Change
Location Section
Sept 21-77 L.G.S.

Moehring

1673

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, OR

August 24, 1977

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Sherman-Sheridan one-way couplet
Project No. M-2691 (1)
North Bend

FAUS

TO: MEMO TO FILE

Mr. Frank Morrison prepared the attached memo as an aftermath of a North Bend Planning Commission hearing August 15, 1977, pertaining to the Star of Hope's request for a variance to locate their operation at the southwest quadrant of Sheridan and Montana.

The writer called Mr. Al Roth, City Manager, North Bend, to make sure he understood that we were not asking the city to pay for a retaining wall.

Mr. Roth had several more chapters in the saga of the Star of Hope. He stated he attended a Coos County Board of Commissioners meeting wherein the Star of Hope was making a presentation. He was asked to make a statement on behalf of the city. The Board was reminded that the former Director of Public Works had received a commitment from the Board a year ago and all that the city thought necessary was to determine the amount of the property required when the preliminary engineering was to the proper point. Mr. Roth had asked the Board in writing twice for action deeding the now determined parcel.

At the meeting Mr. Roth was told that the Board favored the position of the Star of Hope and that he and the Highway Division settle their differences with the organization. This included paying for a retaining wall if necessary.

Commissioner Johnson (Irene) said the Highway Division had lots of money and that in any event we could move the roadway onto our maintenance shop property. Also that we could change the grade of the new facility to lower the retaining wall. ✓

Mr. Roth was very upset and was debating the wisdom of making a presentation to his city council last night at their regular council meeting.

GLC/cao

cc: D.H. Moehring ✓
Bill Brown
Frank Morrison
Al Roth

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ④ FAE ☐ OPE ☐
AUG 25 1977
Gary
File: PM FA
LG OP
TAA ____

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

F. D. Morrison

FROM: F. D. Morrison, Res. Engr.

TO: MEMO TO THE FILES

SUBJECT: Sherman-Sheridan One-Way
Couplet FAUS Project
Oregon Coast Highway
North Bend

I attended the Planning Commission hearing, pertaining to the conditional use request, by the Star of Hope Activity Center, Inc., on property described as Lots 10 through 17, Block 16, Townsite of North Bend, located at Sheridan and Montana Street, North Bend, Coos County, Oregon.

The hearing pertaining to the proposed conditional use permit began at 8:05 P. M. and lasted until 8:45 P. M. August 15, 1977. After the discussions, presented to the planning commission, this matter was tabled until their next meeting.

I showed the planning commission where our proposed Right of Way line would cross the plans for the Star of Hope Activity Center, and advised them that the State did not want to add the added cost ($15,000 - 20,000) for the proposed retaining wall, to the project, since we had already exceeded the original authorization of $275,000. FAUS funds, with an estimate of $390,000. ✓

One of the planning commission, asked if the line could be moved in this area to eliminate the needs of a retaining wall? I told them this was the third alignment and any line change would adversely affect the Franko Service station or some other property.

Mr Roth then stated that the City Counsel did not know about footing the costs of the retaining wall, and did not know how they would feel about this.

I also stated that if the City of North Bend, or the Star of Hope would stand the costs of the retaining wall, we would design it for them.

After more discussions, a motion was made to table this matter until the next meeting. As this would give them time to hear from the County and the City Counsel.

I left the Planning Commission's hearing at 9:00 P. M.

REC[illegible]ED
[illegible]

9073

Moehring

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

August 11, 1977

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Sherman-Sheridan One-Way Couplet FAUS Project No. M-2691(1) ✓
Oregon Coast Highway
North Bend

Attached is a notice of a hearing by the North Bend Planning Commission to allow the Star of Hope Activity Center, Inc. A variance to allow construction of a facility in the southwest quadrant of the intersection of Sherman and Montana.

This Coos County property is involved in the subject project. The recent formal hearing revealed that the County (negotiated by the city of North Bend) was considering deeding a portion of the property to the city or state for the one-way couplet project and the balance to the Star of Hope group.

The current plans call for enough R/W for slope construction. The Star of Hope group wish that a retaining wall be considered so that an area can be salvaged for parking.

Mr. Andy Hoefer, city of North Bend, will be attending the above mentioned hearing, but also requested Mr. Frank Morrison's attendance.

Mr. Morrison was contacted and asked to attend (8/15/77 7:30 p.m.). He was concerned about how to answer the retaining wall question. He advises the wall will vary from 2' to 12' in height and cost $50,000. The writer advised Frank that the FAUS funds are limited and the project cannot stand an increase of $50,000. The retaining wall can be added to the project if the Star of Hope, city or others fund the construction.

GC/slc

cc D.H. Moehring ✓
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
AUG 16 1977
File: PM FA
LG OP
TAA ______

✓

M

NOTICE OF CONDITIONAL USE HEARING

Notice is hereby given that a hearing will be held before the Planning Commission of the City of North Bend at 7:30 o'clock P. M. on August 15, 1977 in the Council Chambers at City Hall in North Bend, Oregon to consider an application from the Star of Hope Activity Center, Inc. for a conditional use in the M-L Light Industrial Zone and C-L Limited Commercial Zone to permit the construction of a building to provide vocational and social training for mentally retarded and physically handicapped adults on property described at Lots 10 through 17, Block 16, Townsite of North Bend, located at Sheridan and Montana Streets, North Bend, Coos County, Oregon.

All interested persons may appear and be heard at the public hearing.

ARSEAL BURNETT
City Recorder
City of North Bend

Published: August 4, 1977

Andy Hoper will be there, but he requests an "expert witness" (my term) from the state. Frank Morrison?

Eb

CC: Virgil Wilson
F. Morrison

Sent cc

16B

Karen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 11, 1977

FILE:

MISC. CONTRACTS and AGREEMENTS No. 6199

FROM: Adele L. Egan
Right of Way Office Manager

TO: Cecil W. Head
Commission Services

SUBJECT: Sheridan-Sherman One-Way Couplet
City of North Bend
AGR 73

Attached is the original services agreement with the City of North Bend for the Sheridan-Sherman One-Way Couplet.

This appears as Miscellaneous C&A 6199 on Mr. Boyd's July report to the Commission.

AE
mp
Attach.

cc: Virgil Wilson

NOTED
C. W. HEAD

9073

P. Mgmt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 10, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Right of way involving
Coos County-City of
North Bend & Star of Hope
Sherman-Sheridan One-Way
Couplet
FAUS Project No. M-2691(1)

The recent meeting with city officials (6/8/77) revealed that Coos County had deeded a parcel of land in the SW quadrant of the intersection of Sheridan and Montana Ave. to the Star of Hope Organization.

Mr. Shirley asked that an official check of the records be made to confirm the existance of such a deed.

Mr. Frank Morrison, Resident Engineer in Coquille, searched the county records and found no such transaction. To further confirm this, he contacted Mr. Woodrow Robison, County Commissioner. He stated they wish to exclude that portion needed by the city/state from their deed to the Star of Hope.

It appears that there is a mix-up in communications between the city and county and that the couplet project will not be jeopardized by this right of way facit.

GC/slc

cc Program Management
Bill Brown
Frank Morrison

PROJECT MANAGEMENT

JUN 13 '77

REFER TO:
Prange

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
[illegible]NOR C. HOLMES

9073

Program Management

FORM 81-734-3030

N

Info
Investigate
R/D
Action
File
Letter

FOR

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 9, 1977

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Public Hearing Planning Meeting
Sherman-Sheridan One-Way Couplet
FAUS Project No. M-2691(1)
North Bend

This office requested a meeting with city officials to discuss the details of a public hearing for the subject project scheduled for July 14, 1977.

Those in attendance included - Mr. Alfred Roth, City Manager; Mr. Andy Hoefer, Senior Engineering Technician; Mr. Ernst A. Heister, City Engineer; Mr. Robert Dyer, Acting Chief of Police; Mr. Eb Engelmann, Regional Environmentalist; and the writer.

The city wishes the July 14th hearing schedule kept, if at all possible. We agreed to work towards that date. The City Attorney will be hearing officer, as the City Manager will be out of state. Mr. Hoefer will read the environmental section, Mr. Virgil Wilson or his representative will read the right of way requirements, and Mr. Frank Morrison will explain the project.

The Region office or Location Section will prepare the hearing narrative.

Mr. Eb Engelmann is hand carrying the Draft Negative Declaration to the City on 6/9/77. They are advertising the document in the news media and advising of the hearing.

The informal portion of the hearing will be 1 to 5 p.m. and 7:30 to 9:30 p.m. on July 13, 1977, and 1 to 5 p.m. July 14, 1977. The formal hearing will begin at 7:30 p.m. on July 14, 1977.

Several new facits came out of the meeting. The most important was the fact that Coos County has disregarded earlier (former Board of Commissioners) commitments to donate a small parcel of county property needed by the city for this project. The county had deeded the entire county holding to the "Star of Hope". It was indicated to the city that this acquisition was a city responsibility by previous commitment. They agreed.

The city was advised that the project cost estimate is considerably above the $290,000 FAU monies allocated. They were advised that some $100,000 was being recommended from FAP funds. They were advised that the project would be in jeopardy if such were not forthcoming.

(continued)

N NOTED
M..NOR C. HOLMES

The city was advised of the progress of our promised study concerning a striping plan, capacity (level of service), truck route, truck turning paths, etc. They wished an additional consideration in our study. They wished that the proposed signal timing be studied to see if a continuous flow would be possible on Virginia Street from Sheridan trhough the McPherson signal. They were advised this would be included in our study.

GC/slc

cc Program Management
L.E. George
F.E. Terpin
Frank Morrison
Bill Brown

9073

R/W Mgmt
FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 12, 1977

FILE: PRO 6

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Virgil Wilson
Region Right-of-Way Supervisor

SUBJECT: Some concerns of R/W acquisition
Sheridan-Sherman One-Way Couplet
FAUS Project
Oregon Coast Highway
City of North Bend

The subject project has been in the preliminary engineering phase for many months. We are now in the final efforts to complete the field work, finalize the draft negative declaration and proceed with a hearing July 14, 1977.

In conversation with the City early in the planning stage, they indicated that a small parcel would be obtained from Coos County. This area (SW quadrant of Montana Ave. and Sheridan Ave.) was a former maintenance yard, but is no longer used for any purpose. The City is making a "swap" for the vacation of a portion of Montana Ave. Please contact the City and determine if what they are planning will meet the federal acquisition regulations.

Also, just north of Montana is the OSHD shops. A portion will be required for this project. We will be donating this triangular parcel to the city. We may also be receiving a portion of the vacated Montana Ave. Our facility may not have been acquired for street purposes. Will this be a problem.

Please contact Mr. Frank Morrison for details of the project.

cc Program Management
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
MAY 12 '77
REFER TO: Prog

FOR
☒ Info
☐ Investigate
☐ R/D
☐ Action
☐ File
☐ Letter
☐ See me

NOTED
MINOR C. HOLMES

Rulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

FAUS

PRO 6

April 27, 1977

Mr. Al Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

Attached are a few copies of the small hearing maps for your Sherman-Sheridan One-way Couplet FAUS project.

These will be useful in attaching to your newspaper advertisements of the hearing. Example letters were forwarded some time ago to your office.

As you know, we are attempting to get our portion of the work completed to meet a July 14, 1977 hearing schedule.

By a copy of this letter, I am asking Mr. Frank Morrison, Resident Engineer, to supply a list of interested parties to whom hearing notices should be mailed. Persons that he has come in contact with, agencies that may be appropriate. Also, we will mail to the local cities and Coos County from this office. No mailings are suggested until the hearing date is firm and you are ready to advertise.

This office will make up a detailed hearing suggested narrative if you wish.

We hope you will be able to have Mr. Andy Hoefer finalize the Draft Negative Declaration. He has done remarkably well for a first attempt at a difficult chore.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc
Encl.

cc: L.W. Rulien
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
APR 29 '77
REFER TO:
FOR
Info Investigate R/D Action File Letter See me

NOTED
MAINOR C. HOLMES

9073

OREGON STATE HIGHWAY DIVISION

Form A-191 -(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of North Bend
P. O. Box "B"
North Bend, Oregon 97459

Attention of Mr. Alfred Roth
City Manager

Request No. (assigned by staff engineer or head of section) cc-1702

Date March 18, 1977

Payer's Order No. (if any) ....

Highway Div. Order No. (if any) .... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $3,135.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on Florida Ave.-Vermont Ave. of Sheridan Ave., FAU 2691. Covered by Agreement dated 4/19/76.		2,335.00
		To be Retained		$ 800.00
		Acct. Ref. NORTHBC 001300 RWI		

If payer has made payment for this service, indicate the amount of payment. $..................

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,135.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $..................

Give the number of the last previous request in connection with this same service. ....

Credit distribution: 6-1912-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved: .... Regional Engineer

Approved: G. H. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9673 ~ Rulien faus

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-5541~~ 672-6658

PRO 6

November 29, 1976

Mr. William A. Bourne
Director of Public Works
City of North Bend
North Bend City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This will acknowledge your letter of November 18, 1976, wherein you request the new 86/14 match ratio for your FAUS Sherman-Sheridan One-way Couplet Project No. M-2691(1).

This request will depend on what occurs in the fiscal year that the project is completed. The agreement between the State and the Federal Highway Administration authorizing this ratio is limited to one year (July 1, 1976 - July 1, 1977). If the agreement is extended year by year and this project is "finaled" during a valid agreement year, the ratio requested will apply.

Your request is being forwarded to the Program Management Section for their further consideration.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
B.E. Brown
Frank Morrison

Cy: Laux
Hacek

PROJECT MANAGEMENT
~~NOV~~ Dec -1 '76
REFER TO
☐ FOR

RECEIVED
DEC 1 - 1976
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Note
Investigate
X/D
Action
File
Letter

City of North Bend
NORTH BEND, OREGON 97459

November 18, 1976

Mr. Alfred Shirley, Jr.
Regional Highway Engineer
Oregon State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Subject: Federal Aid Urban System Project One-way Couplet
Sherman/Sheridan North Bend, Oregon FAUS M-2691(1)

Dear Bud:

In response to Mr. Klaboe's letter of Of October 14, 1976 would you please revise our agreement for the subject project from the 78%-22% ratio to the new 86%-14% match ratio.

Sincerely,

CITY OF NORTH BEND

William A. Bourne, P. E.
Director of Public Works

WAB:lm

9073

N. Bend
FAUS

STATE OF OREG[illegible]

INTERO[illegible]CE MEMO

TO: ✓MEMO TO THE FILES

DATE: July 12, 1976

FROM: D. N. Harwell
County-City Engineer

D. N. Harwell

SUBJECT: 16th & Broadway (FAUS);
Sheridan Ave. (Florida Ave. & Vermont Ave.) (FAUS)
City of North Bend

I met with Bill Bourne of North Bend on June 30 to discuss the potential of the FAUS project, 16th and Broadway signal, and prioritized listing with Coos Bay, Coos County and Eastside relative to the FAUS programs. Bill indicated that he met that day with Joe Schwarm of Coos Bay and Jim Loftus of Eastside regarding this matter.

The pending FAUS project on Sheridan Avenue, lying between Florida Avenue and Vermont Avenue, will need substantial right-of-way, opportunity for public hearing, etc., and should be coordinated closely by Region 3 to move this project toward a June 1977 bid letting for construction. Upon completion of the project this will become the northbound leg of a one-way couplet for the Oregon Coast Highway.

Mr. Clark should review these matters with the urban area officials, whereby all phases may be accomplished in compliance with state and federal requests.

DNH:ljt

cc: Region 3

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ● UE
☑ IIPE ☒ CF

81-125-1307

April 20, 1976

City of North Bend
City Hall
North Bend, OR 97459

Attn: Mrs. Arseal Burnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5629

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering the improvement of the Florida Ave.-Vermont Ave. (North Bend) Section of Sheridan Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Reed
COMMISSION SERVICES

sy
Att.

bc Don Harwell (agreement att.)

9073

fans Rulien

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 12, 1976

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge your letter of April 6, 1976, transmitting three copies of the Urban System Project Agreement and City Council Resolution No. 2490 authorizing the Mayor's and Recorder's signatures for the FAUS Sherman-Sheridan one-way couplet project. — MISSING

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
B. E. Brown
Frank Morrison

PROJECT MANAGEMENT
APR 13 '76
REFER TO: [illegible] #
FOR
Info ☐ Investigate ☐ R/D ☐ Action ✓ File ☐ Letter ☐

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☒ UPE ☑ OE ☐ RE ☐ RPE ☐

City of North Bend
NORTH BEND, OREGON 97459

April 6, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

I have enclosed three copies of the urban system project agreement relative to the Florida Avenue-Vermont Avenue (North Bend) section of the Sheridan-Sherman one-way couplet project which have been signed by the Mayor and Recorder.

I am also enclosing a copy of Resolution 2490 authorizing the Mayor and Recorder to execute this agreement.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

Enclosures

ROSEBURG REGION
RECEIVED
APR - 8 1976

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

4073

Rulien

N Bend
FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 23, 1976

Mr. Alfred Roth
City Administrator
City of North Bend
P. O. Box B
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge receipt of your letter of February 18, 1976, returning three copies of the urban system project agreement as requested.

As explained to Mr. Bourne of your office, the returned agreements did not include any mention of the traffic signal maintenance or power consumption responsibilities.

Note! → By a copy of this letter I am asking that revised agreements be prepared which will be in compliance with the 1971 agreement on this subject between the State and the League of Oregon Cities.

The cost of new signals or revision of existing signals will, if possible, be a part of the overall cost of the FAUS project. If this is not the case, the revised agreement will reflect this factor.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

[illegible]
Pls do.

#
3-4-76
New agreements
returned to Region
GEZ.

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown
Frank Morrison

RECEIVED
COUNTY & CITY SECTION
FEB 26 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☒ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 26 76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

City of North Bend
[illegible] 97459

February 18, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

I am enclosing the three copies of an urban system project agreement for the proposed Florida Avenue-Vermont Avenue (North Bend) section of Sheridan Avenue (FAU 2691) as you requested by telephone to Mr. Bourne this date.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

A
Enclosures

9673

Jans - N. Bend

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-17-76

		FEDERAL AID PROJECT NO. 691(1)
		STATE PROJECT NO. Sherman-Sheridan Ave.
FROM: G.L.Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Coos
	ITEM NO. M-64	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2/17/76	FAU Route 2691 City Street

GENERAL LOCATION:

City of North Bend

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR ☑ DPE ☒ CE ☐ CCOR ☑ CE ☑ RE ☐ AE ☐ DPE ■ DE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* All phases of preliminary engineering necessary to obtain location/design approval at a total estimated cost of $25,500, Federal Funds $19,890.

REMARKS

My program approval memorandum of 2/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/17/76	for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2/17/76
BY (Signature): L.W. Rulienb 2/5/76 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____
STAGE 2 ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
64	M-2691(1)	0.54	28,500	22,230

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Sherman-Sheridan Ave. Couplet (North Bend) Coos County State of Oregon	Preliminary Engineering including utility preparatory work.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ WE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 2/17/76
SIGNATURE AND TITLE: G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

February 5, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., Sheridan Ave. (North Bend)	ADT	PRESENT 17,000	FUTURE 28,900	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) M-	NUMBER 2691

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Coos
	NAME OF URBAN AREA Coos Bay	ROUTE NO. U — FEDERAL-AID 2691 — STATE City St. — U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		"Sherman-Sheridan Ave. Couplet (North Bend) Section"	0.54	28,500	22,230	3,135	3,135 (City
5					ROW							
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	0.54	28,500	22,230	3,135	3,135 (City

REMARKS

PROGRAM APPROVAL DATES

FEB 17 1976
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COORD. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☒ CE ☐ [illegible] ☐ UPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Sheridan Ave. (North Bend)	ADT	17,000	28,900	96	10	Oregon	41	W32	64

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
gineering								M-	2691	(1)		

rban System

oos Bay

COUNTY NAME: Coos CODE: 011

ROUTE NO. U FEDERAL-AID 2691 STATE City St. U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.54	28,500	22,230	3,135	3,135 (City)	Preliminary engineering all phases incl. P.E. by Utility forces. (Future const. of northbound portion of a couplet.) ROW - 80' normal; Access control-none; Parking restrictions-none.
OW								
NST ODE)		"Sherman-Sheridan Ave. Couplet (North Bend) Section"						
	CL	PROJECT TOTALS	0.54	28,500	22,230	3,135	3,135 (City)	

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

OVAL DATES

76

SION

REMARKS

-Over-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., Sheridan Ave. (North Bend)	ADT	17,000	28,900	96	10	Oregon	41	W32	64

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gineering								M-	2691	(1)		

rban System	COUNTY NAME Coos		CODE 011	PROGRAM STAGE ☐ 1 OR ☒ 2
oos Bay	ROUTE NO. U	FEDERAL-AID 2691	STATE City St.	U.S. --

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
E		"Sherman-Sheridan Ave. Couplet (North Bend) Section"	0.54	28,500	22,230	3,135	3,135 (City)	Preliminary engineering all phases incl. P.E. by Utility forces.
OW								(Future const. of northbound portion of a couplet.)
NST (ODE)								ROW - 80' normal; Access control-none; Parking restrictions-none.
CL		PROJECT TOTALS	0.54	28,500	22,230	3,135	3,135 (City)	

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

OVAL DATES

76

SION

REMARKS

-Over-

SHERMAN-SHERIDAN AVE. COUPLET (NORTH BEND) SECTION

PROJECT NO. M-2691(1)

Existing Facilities:

Sherman Ave. (FAP 2)---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

Sheridan Ave. (FAU 2691)---52-foot curb to curb two way roadway consisting of two travel lanes, parking each side & sidewalks.

Adjacent Sections:

N. End---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

S. End---64-foot curbed PCC roadway with 4-foot raised median consisting of 4-11-foot travel lanes with 8-foot parking.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of Sheridan Avenue as the northbound portion of a couplet.

Note: Portions of the preliminary engineering will be performed by City of North Bend forces with review by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: North Bend Municipal Airport is 3/4 mile northwest of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requi
Declaration co

IM 50-1-70 Requ
inghouse A-95
January 8, 197

FHPM 7-7-5 Requi

(a) Public He

(b) Location
action.

Data for PR-37:

Preliminary E
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Note: This pro

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airport will result

FHPM 7-7-2 Requirements: Major action project requiring a Negative Declaration concurred in by FHWA on September 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 8, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering-----Field Work	$25,500
P.S. & E. Preparation	3,000
Total	$28,500

Note: This project is in Congressional District No. 4.

PRO 6-2

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2691(1)

We are submitting program data for one project, Item No. 64, Project No. M-2691(1), "Sherman-Sheridan Ave. Couplet (North Bend) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost of $25,500 with obligation of $19,800 in Federal funds.

Copies of State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval were previously submitted.

GL:md

Encl.

cc: Alfred Shirely (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Sheridan Ave. (North Bend) 21 65	ADT	PRESENT 17,000	FUTURE 28,900 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 2691

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Coos			
	NAME OF URBAN AREA Coos Bay 17-31	ROUTE NO. U	FEDERAL-AID 2691 (32)	STATE City St. (36)	(37) U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	52		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Sherman-Sheridan Ave. Couplet (North Bend) Section"	0.54	28,500	22,230	3,135	3,135 (City
5					**ROW**							
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	0.54	28,500	22,230	3,135	3,135 (City
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24) (31)	REMARKS	

FORM PR-1
(REV. 4-61)

February 5, 1976

FEDERAL-AID PROGRAM DATA

T LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Sheridan Ave. (North Bend)	17,000	28,900	96	10	Oregon	41	W32	64

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ineering								M-	2691	(1)		

ban System

os Bay

COUNTY NAME Coos CODE 011

ROUTE NO. U FEDERAL-AID 2691 STATE City St. U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Sherman-Sheridan Ave. Couplet (North Bend) Section"	0.54	28,500	22,230	3,135	3,135 (City)	Preliminary engineering all phases incl. P.E. by Utility forces. (Future const. of northbound portion of a couplet.) ROW - 80' normal; Access control-none; Parking restrictions-none.
W								
NST								
CL		PROJECT TOTALS	0.54	28,500	22,230	3,135	3,135 (City)	

AL DATES

REMARKS

-Over-

SHERMAN-SHERIDAN AVE. COUPLET (NORTH BEND) SECTION

PROJECT NO. M-2691(1)

Existing Facilities:

Sherman Ave. (FAP 2)---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

Sheridan Ave. (FAU 2691)---52-foot curb to curb two way roadway consisting of two travel lanes, parking each side & sidewalks.

Adjacent Sections:

N. End---52-foot curb to curb two way roadway consisting of 4-9-foot travel lanes, 8-foot parking each side & sidewalks.

S. End---64-foot curbed PCC roadway with 4-foot raised median consisting of 4-11-foot travel lanes with 8-foot parking.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of Sheridan Avenue as the northbound portion of a couplet.

Note: Portions of the preliminary engineering will be performed by City of North Bend forces with review by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: North Bend Municipal Airport is 3/4 mile northwest of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requ
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IM 50-1-70 Requ
inghouse A-95
January 8, 197

FHPM 7-7-5 Requ

(a) Public He

(b) Location/
action.

Data for PR-37:

Preliminary En
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Note: This proj

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FHPM 7-7-2 Requirements: Major action project requiring a Negative Declaration concurred in by FHWA on September 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 8, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering-----Field Work	$25,500
P.S. & E. Preparation	3,000
Total	$28,500

Note: This project is in Congressional District No. 4.

9073

[illegible]
N Bend

Salem
January 27, 1976

RU

Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

City: North Bend   Section: Florida Ave.-Vermont Ave.
Sheridan Ave., FAU 2691
0.54 Mile

Proposed Work: All phases of preliminary engineering to prepare project for contracting. State will perform the major portion of the P.E. work and City will perform P.E. required to prepare preliminary E.I.S. and conduct required hearings.

Costs:	Total	Federal	State	City
*Preliminary Engineering	$ 28,500	$ 22,500	$ 3,135	$ 3,135
Right-of-Way	(25,000)	(19,500)	(2,750)	(2,750)
Construction	(196,500)	(153,270)	(21,615)	(21,615)
	$250,000	$195,000	$27,500	$27,500

*Field--$25,500 P.S.&E.-$3,000

State Clearinghouse Approval: 1/14/76

District 7 Clearinghouse Approval: 1/8/76

Approved by Transportation Commission: 1/22/76

See attached project request for additional project information.

RU:dp

Attachment

☐ ENGR. ☐ ASST. ☒ UE [illegible] ☒ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

9073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
January 22, 1976

FILE:

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Approved Urban System Project
City of North Bend

TO: Mr. Alfred Shirley, Jr.
Region 3 Engineer
Roseburg

Attached are two copies each of a summary and description of the Sheridan Avenue Urban System project request from the City of North Bend. This project request was approved by the Transportation Commission at its January 22, 1976 meeting.

RU:dp

Attachments

cc, w/att: J. H. Versteeg
Victor Wolfe
Ben L. Gifford

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

ROSEBURG REGION
RECEIVED
JAN 28 1976
OE TE
RUE FILE

M.
Vern —
Discontinue this
notice of Comm.
approval
H

Note: It has been Decided Not to advise the city that the Transportation Commission has approved projects. The city will Tend to Expend Funds, Go to the Press etc. The Real approval is when FHWA approves project.

Glen

Copy to Frank Morrison and Bill Brown

Dee - place in File and Status Report

PROJECT MANAGEMENT
FEB - 5 '76
REFER TO: Geo/R
FOR

Info	Investigate	R/D	Action	File	Letter	See me
						☒

CITY OF NORTH BEND
Proposed Urban System Project

Florida Ave.-Vermont Ave. (N. Bend) Section
Sheridan Ave., FAU 2691
Grade, pave, signals, signs, right-of-way
0.54 mile; $250,000

This project entails all the work and costs to improve and connect Sheridan Avenue to the Oregon Coast Highway to form an ultimate Sherman Avenue-Sheridan Avenue one-way couplet on the Oregon Coast Highway.

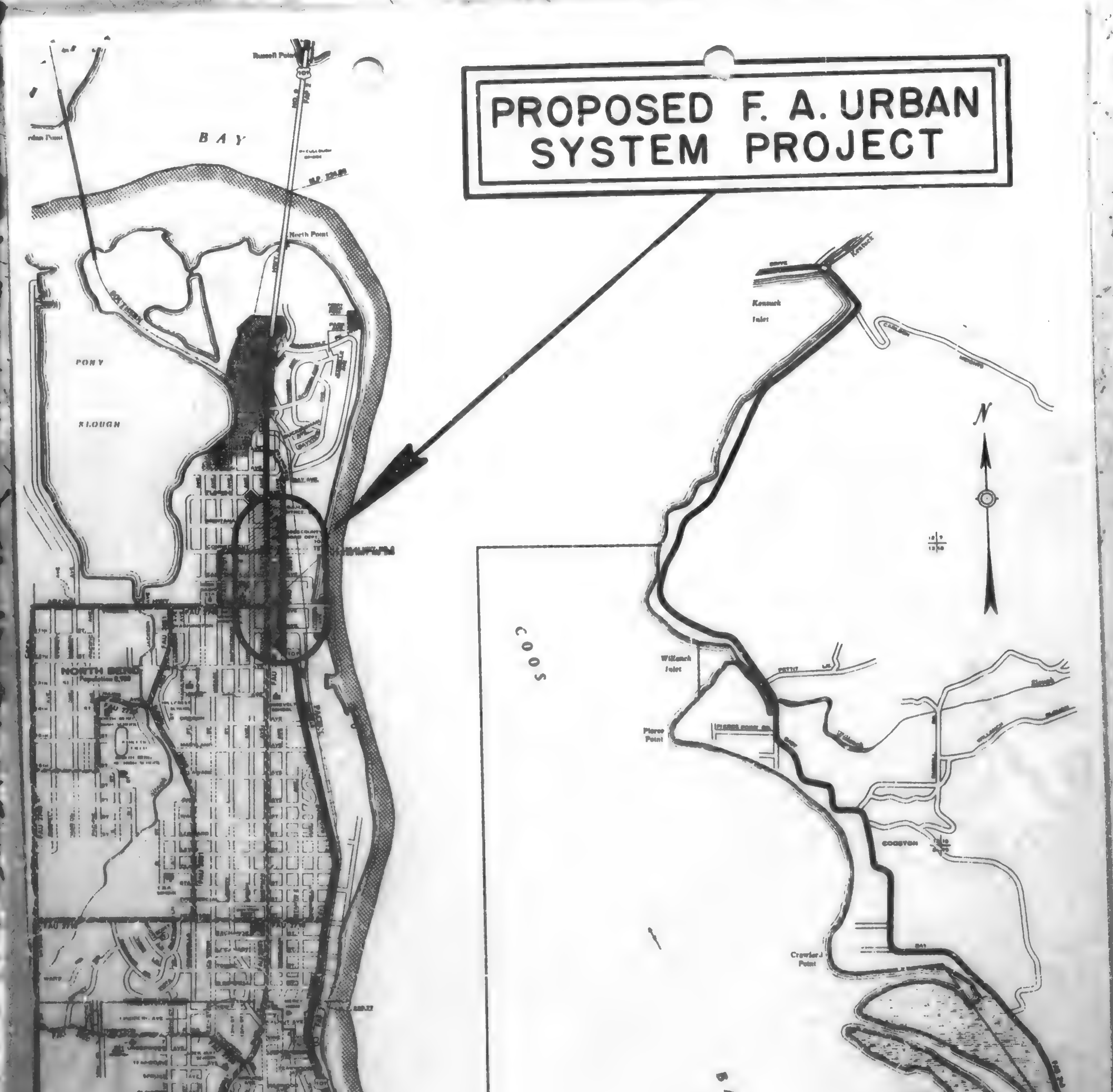
Perform all necessary engineering.

Acquire necessary right-of-way.

Provide necessary traffic control measures.

76-a
1/12/76

PROPOSED F. A. URBAN SYSTEM PROJECT



9073

faus

1-22-76

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Florida Ave.-Vermont Ave.
Sheridan Ave., FAU 2691

Project Federal Aid Number: M-2691(-)

Applicant: City of North Bend

Contact: William A. Bourne, City Engineer

Federal Aid Funds: FAS___ FAUS X Other___

Date Project Approved by Trans. Comm.: 1/22/76

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Right-of-way acquisition involves State and County maintenance stations, private properties, and a street vacation.

Richard Unrein
Richard Unrein
County-City Unit

1/22/76
Date

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

cc: Right-of-Way Engineer
Region 3 Engineer
Region 3 Federal Aid Engineer
Region 3 Right-of-Way Supervisor
FHWA Right-of-Way Officer
D.E. Swan

2/18/75

1023

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 14, 1976

Transportation
TO Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal Aid Urban System**
Project Request

Presented for your consideration at the January 22 meeting will be an Urban System project request from the City of North Bend. They are requesting funds to develop a one-way couplet on the Oregon Coast Highway through the North Bend business district.

Federal Urban System funds for this project are estimated at $136,000, with the State providing approximately $27,500 in match funds and an equal amount being contributed by the City of North Bend.

This project has been investigated and is eligible for funding under the federal aid highway program. I recommend your approval of this project and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Gary Sund
George H. Baldwin
R. L. Schroeder
L. W. Rulien
D. N. Harwell
Jack Graham

RU:dp 'srb

CITY OF NORTH BEND
Proposed Urban System Project

Florida Ave.-Vermont Ave. (N. Bend) Section
Sheridan Ave., FAU 2691
Grade, pave, signals, signs, right-of-way
0.54 mile; $250,000

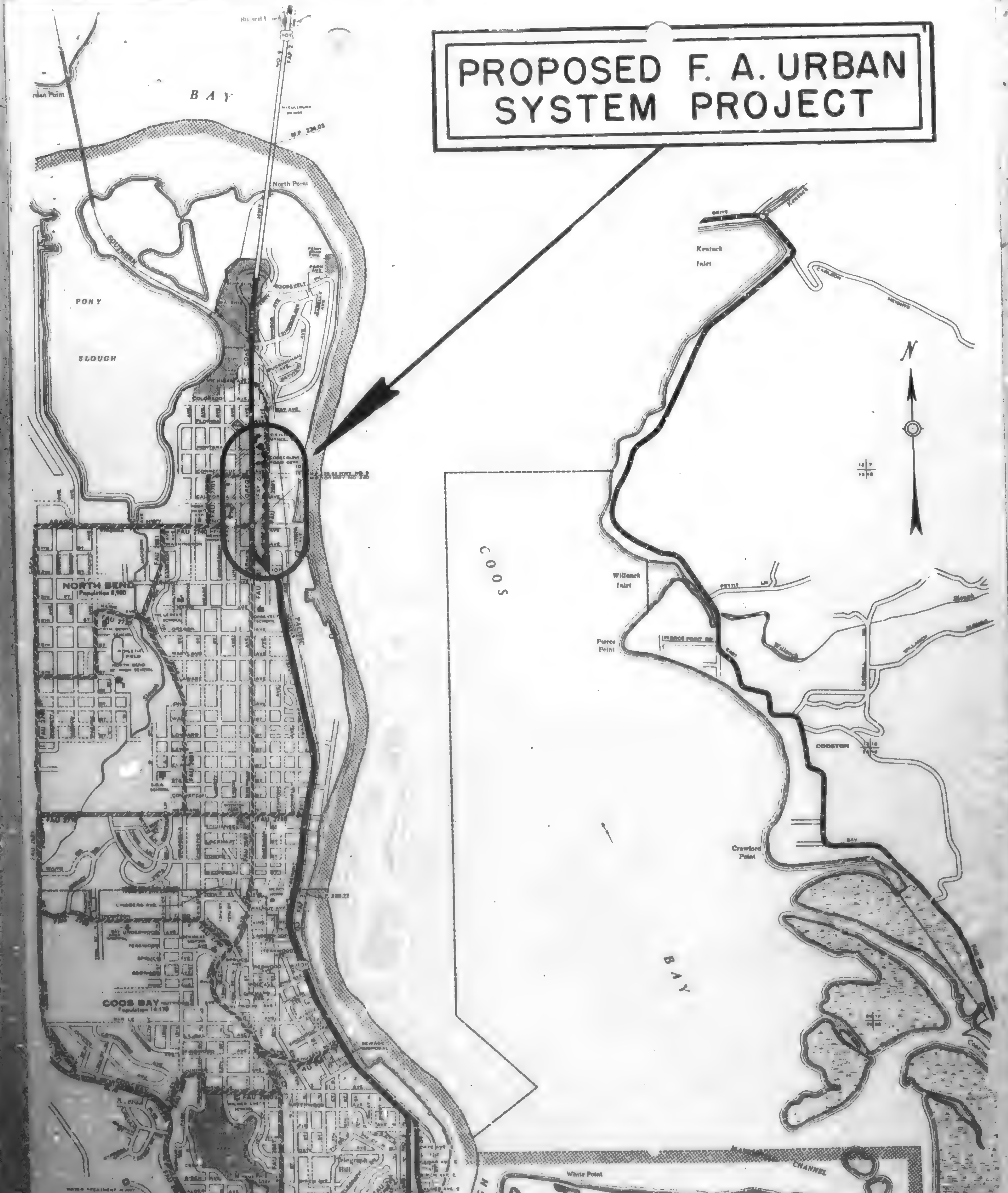
This project entails all the work and costs to improve and connect Sheridan Avenue to the Oregon Coast Highway to form an ultimate Sherman Avenue-Sheridan Avenue one-way couplet on the Oregon Coast Highway.

Perform all necessary engineering.

Acquire necessary right-of-way.

Provide necessary traffic control measures.

76-a
1/12/76



PROPOSED F. A. URBAN SYSTEM PROJECT

9013

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Sherman-Sheridan Ave. Couplet COOS

DATE: January 14, 1976

The state has reviewed your project and reached the following conclusions:

1/16/76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
B. E. Brown
Aeronautics Div.

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 840

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

Files
BEN GIFFORD
12-16-75
NOTED
MARIE STEPHENS

PNRS #2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 16, 1975

TO
Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson St. N.
North Bend, Oregon 97459

FROM
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 7
Sherman-Sheridan Ave. Couplet
Oregon Coast Highway, North Bend, U.S. Rt. 101
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 16, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
B. E. Brown
Aeronautics Div.

RECEIVED
STATE HWY ENGR
DEC 16 '75
REFER TO
FOR
Info | Inv. | K.O. | D/R | Sign | | File

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One
02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation	
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [61 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE Sherman-Sheridan Ave. Couplet	District 7 [71	
11	12] PROJECT LOCATION—CITY Oregon Coast Highway North Bend, U.S. Rt. 101	PROJECT LOCATION—COUNTY Coos	PROJECT LOCATION [79 SEC: ---- T: 25S R: 13W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving and incidental work to construct a one-way couplet utilizing [71

07 12] Sherman Ave. and Sheridan Ave. in the city of North Bend. The couplet will [71

08 12] be approx. 1.1 miles in length. (See Attachment) [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	187,200	----	26,400	26,400	----	240,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/16/75

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 January	43] DAY [44 16	45] YEAR [46 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/16/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

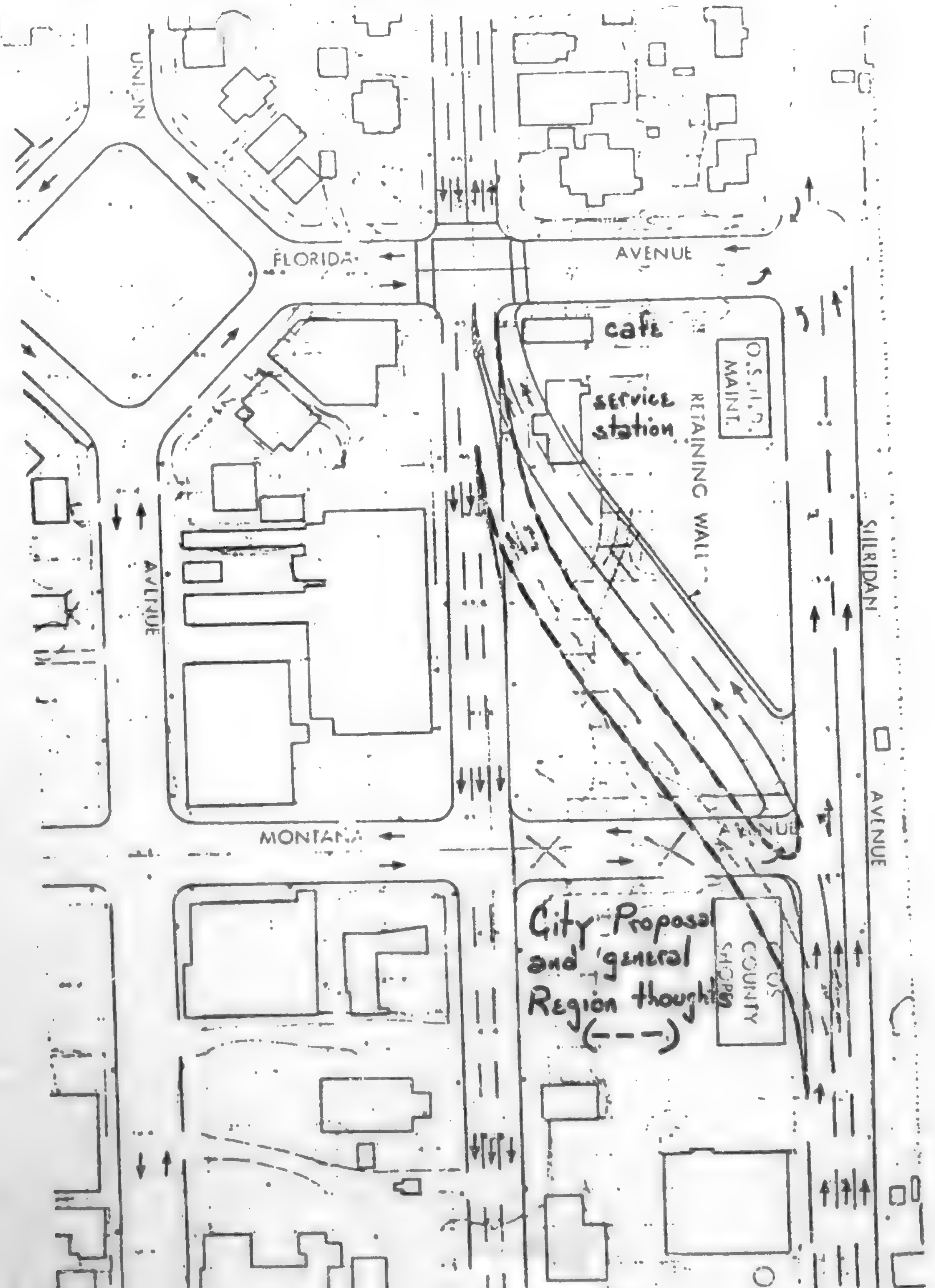
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of major - non significant environmental impact under Oregon's Action Plan.

This is a Federal aid Urban System project proposed by local government in cooperation with the State Highway Division.

(See Attachment)


UNION
FLORIDA
AVENUE
cafe
service station
O.S.H.D. MAINT.
RETAINING WALL
SHERIDAN
AVENUE
AVENUE
MONTANA
AVENUE
City Proposal and general Region thoughts (- - -)
OS COUNTY SHOPS
CONNECTICUT
AVENUE
DELETE EXISTING TRAFFIC SIGNAL

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 28, 1975

A. PROJECT IDENTIFICATION

Name of Project Sherman - Sheridan Avenue One-way Couplet M-2691 (-)
(Section)

Location of Project Oregon Coast Highway (Highway Name) US 101 (Highway No., US -ORE)

North Bend (City) Coos (County) St. Hwy 3 St. Admin 7 (Region)

Program Federal Urban System (Funding) 240,000 ~~$210,000~~ (1973) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the capacity, safety and operational efficiency on a portion of the Oregon Coast Highway where existing capacity deficiencies are contributing to an accident rate nearly four times the average rate for all urban sections along the Oregon Coast Highway and six times the average rate for all of the State's Primary System.

Origin: The problems of limited capacity, congestion and accidents on this section of the Oregon Coast Highway were probably discussed as early as the late 1930's. World War II diverted attention to national problems in the early 1940's. However, in 1948 and 1954 the U.S. Census of Business indicated that traffic and traffic associated problems were handicapping merchandisers in the central business district of North Bend. In 1959 the Bureau of Municipal Research and Service suggested the one-way couplet as a tenable solution to the problem in a report entitled "A Proposed Plan for Major Streets in North Bend". During the 1960's alternate routes were evaluated and the Sherman - Sheridan route won local favor. In 1972 the Coos Curry Council of Governments included the couplet in the report, "Coos Bay - North Bend Urban Area Preliminary Community Facilities and Traffic Circulation Elements". Harstad Associates Inc. further identified and urged implementation of the couplet in a 1973 report "TOPICS, An Areawide Plan for the Coos Bay Oregon Urban Area". The couplet has since been included in the urban area traffic circulation plans relating to the 1973 Federal Highway Act.

CATEGORY
3 PROJECT

MAJOR - NON SIGNIFICANT

C. DESCRIPTION OF PROJECT

Length: The couplet is 1.1 mile, more or less.

Termini: Sherman and Florida Avenue will be the North Terminus. Sheridan and U S 101 will be the South Terminus.

Alignment: The couplet will utilize a combination of exisiting, modified and new alignment. The modified and new alignment will be restricted to the Termini.

Right-of-Way: The Right-of-Way, existing and to be acquired, consists of approximately 11 acres. Land use adjacent to Sherman Avenue is commercial. Land use adjacent to Sheridan is industrial.

Typical Section: The existing section on Sherman Avenue is a 52 foot-wide paving curb to curb on an 80 foot-wide right-of-way with four 9 foot-wide lanes and curb side parking along both sides. The Sheridan Avenue section is a 52 foot-wide paving curb to curb on an 80 ft.-wide right-of-way with two lanes and curb side parking along both sides.

Structures: May require a retaining wall at the North Terminus.

Characteristics (ADT): An ADT of 12,700 vehicles per day South of Colorado to 16,300 vehicles per day South of Virginia. ADT exceeds 18,000 vehicles per day South of Sheridan (1971 Data).

Other General Information: Utilizing average growth factors, the estimated 1973 ADT for these locations, South of Colorado, Virginia and Sheridan will be in excess of 14,000, 18,000 and 19,500 vehicles per day respectively. During the summer months, June through September, traffic volumes reach 110 to 145 percent of the ADT volumes.

Project Sketch Map attached: The project sketch map is attached.

D. LOCATION AND/OR DESIGN ALTERNATIVES

The following alternatives were considered for improving capacity and safety:

1. Partial and/or complete prohibition of on street parking. Traffic lanes could be increased to 11 feet by no-parking on one side and to 13 feet by prohibiting all parking. While no additional traffic lanes are created, increased capacity could be expected by removing parking manuever conflicts and improve safety by removing the moving-parked vehicle conflicts presently experienced in the substandard lanes. Most peak traffic conditions would meet and sometimes exceed the increased capacity provided by such on street parking prohibitions.

2. Widening existing Sherman Avenue. The limited rights-of-way and extensive development along this section would make widening virtually impossible and the costs would be prohibitive. The maximum width possible within the existing rights-of-way would allow no on street parking.

3. Sherman - Union Avenue one way couplet. This plan has not met with local favor as it would increase traffic, particularly trucks, on Union Avenue.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: Required

Type: Combined Corridor Design Hearing

Tentative Date(s): Upon completion of preliminary design

A-95 Review: Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural Topography: Sherman and Sheridan Avenues are fairly level streets approaching a 2 to 2.5 percent grade at the South terminus. Sheridan Avenue is generally lower than Sherman and is about 30 feet lower at the North Terminus. A 6 to 7 percent design grade will be required to transcend this elevation difference.

Flora: Flora consists of indigenous species of both woody and herbaceous plants which are restricted to the North and South termini areas. The woody plants range in size from saplings to 18 inches dbh(diameter breast high) are 30 feet or less in

F. continued-

(Flora) height and include Douglas-fir, Alder, Cascara, wax myrtle, pine, cedar and rhododendron. Blackberries and grasses are also prevalent. Between the termini are paved streets with little or no vegetation.

Soils: Soils appear to be sandstone at the termini and most likely include dredge spoils in the remainder especially along Sheridan. There are no water features within the scope of the project.

Drainage: Drainage is primarily surface drainage along the paved streets with some storm sewers in both Sherman and Sheridan Avenues. Additional drainage should be considered in the design.

Cultural Land Use: The existing route travels through the central business district of North Bend and the land use is commercial. The one-way couplet will travel North bound through land use which is industrial. South bound traffic using the existing route remains commercial. The existing use, existing zoning and the 1990 Land Use Plan identify and maintain the uses as they are today.

Noise: Noise within the project area is predominantly of traffic origin. A limited amount of localized noise may be attributed to mechanical sounds from local businesses and industries.

Air Quality: Air sampling is not being done in North Bend at this time. The author is not aware of any Air Quality problems in the project area. Accomplishment of the project would tend to reduce both noise and air polution by reducing the "Stop-Start" traffic pattern currently being experienced and substitute a smooth traffic flow with less gear shifting and less emission of engine polutants.

Utilities: Overhead utilities are located in the street rights-of-way outside of the paved portion of the street. Underground utilities including water mains, sanitary and storm sewers are located under the paved portion of the street.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:** Additional right-of-way acquisition will be required at the North and South termini. The North terminus will require acquisition of approximately 500 feet of right-of-way which could vary in width from 80 to 160 feet depending upon design criteria not yet established. Right-of-way acquisition at the South terminus will require approximately 300 feet of right-of-way which could vary from 5 to 20 feet in width depending upon design criteria.

G. continued-

Consequences:

The acquisition of additional right-of-way at the North terminus will displace a service station, a portion of the State Highway Departments Maintenance shop yard and may displace a cafe. Right-of-way acquisition of the South terminus does not involve the displacement of persons or property improvements, but will require revision of the Oregon Coast Highway islands and divider strip.

2. Estimated Changes in Traffic Patterns:

The existing route, Sherman Avenue-a 52 foot-wide street, is marked to provide four moving traffic lanes approximately 9 feet in width. Curb-side parking is permitted on both sides of the street. Pre-timed signals are provided at two intersections. Left turn movements are prohibited at all approaches to the intersection of Virginia Avenue with Sherman Avenue. All motorists Northbound on U S 101 desiring to travel West on the Cape Arago Highway or from the West to the North are directed via Sheridan Avenue. A truck route is provided on Connecticut and Meade Avenues. The proposed route with Sherman and Sheridan as one-way streets would provide three 12 foot-wide traffic lanes with on street parking permitted along both curb lines. The existing traffic signals will require revision or modernization to fit the needs of the one-way pattern. The couplet will restore left turn movements at Virginia - Sherman intersection.

Consequences:

The one-way couplet would provide sufficient capacity for present ADT and peak traffic volumes and for future traffic that can be expected during the next decade. Through the reduction of congestion safety should be improved. The Sherman - Sheridan Avenue one-way couplet would generally utilize the major routings, and would neither increase nor reduce travel distance between U S 101 and the Cape Arago Highway.

3. Estimated Changes in Land Use:

Changes in land use will be limited and minimal. The change will occur at the North terminus from its present use to a public roadway. The change will occur in the least developed property which has fewer property improvements than any other area which would be considered for this proposal.

Consequences:

The displacement of property improvements will be the major consequence of the change in land use resulting from this proposal.

4. Expected Adverse Effects on Natural Ecological Resources:

Adverse effects on natural ecological resources are expected to be minimal. The major portion of the project occurs in the central business district along established paved streets. The major revisions to existing features, natural and manmade, will occur at North and South termini and will require the removal of some of the local isolated vegetation and change the existing topography at the transition of existing traffic flow to the one-way couplet.

Consequences:

If there are any consequences, they may be resolved through plantings and landscaping.

5. Expected Adverse Effects on Cultural and Scenic Resources:

The cultural resources should be enhanced rather than adversely affected by making that resource more easily available to area residents and the traveling public. Adverse effects to the scenic resources will be minimal and primarily restricted to the South terminus in the area of transition from the existing traffic flow to the one-way couplet. This project will require the removal of some of the trees and other vegetation from the existing maintained roadside area.

Consequences:

Replacement of the scenic resources removed by this project should be considered and addressed through a landscape plan incorporated into the design work for this project.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Adverse effects of an environmental nature appear to be minimal and there are no apparent areas of critical environmental concern.

7. Potential for Controversial Issues:

The proposal calls for change and any change is controversial to some. The traffic on Sherman Avenue will be reduced by 50% and one or more businesses may claim damage as a result of loss of "potential customers". Such loss would be minimal however. One or more property improvements will be displaced. These also could be controversial issues. As a general overview of this project, there does not appear to be any great potential for controversy.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer	X		
Urban Planner	X		
Geologist		X	

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

- ☐ Significant ☒ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☒ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

9C73

Hopkins

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

December 15, 1975

John Grassman

FROM: JOHN GRASSMAN
Regional Design Engineer

SUBJECT: Sherman-Sheridan Couplet (N. Bend)
Oregon Coast Highway
Coos County

TO: GLEN L. CLARK
Regional Federal-Aid Engineer

The following is an estimated breakdown of the construction costs for the subject project:

sharidan (FAUS)
~~SHERMAN~~ AVENUE & RELATED

Southerly Connection	$ 23,000
Northerly Connection	65,000
Overlay (Washington-California)	15,000
Permanent Signing	4,000
Signals & Signal Revision	55,000
SUBTOTAL	$ 162,000
Engineering & Contingencies (20%)	32,400
Anticipated Items:	
Striping	2,000
Utility Adjustment	1,500
Right-of-Way	25,000
TOTAL	$ 222,900 + P.E. $28,500 = $251,400

sherman (Primary)
~~SHERIDAN~~ AVENUE REVISION

Island Removal $ Surfacing	$ 12,000
Permanent Signing	1,000
SUBTOTAL	13,000
Engineering & Contingencies (20%)	2,600
Anticipated Items:	
Striping	1,000
Utility Adjustment	500
TOTAL	$ 17,100

JG/dd

[illegible]
Looks like this
can be financed
[illegible]
H

RECEIVED
COUNTY & CITY SECTION
DEC 16 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9073

Rulien
PRO 6
N. Bend
Sherman-Sheridan Couplet

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

December 12, 1975

Dear Mr. Bourne:

As per your recent telephone request, we are attaching a sketch map showing a tentative centerline for the proposed Sherman-Sheridan one-way couplet in the vicinity of the Coos County property.

You realize that this is very tentative and subject to change but is the best available information at this time. Also, we would at this time be considering a 30 foot curb-to-curb section with a five-foot sidewalk, three feet for utilities and slope easements.

With this, a more or less maximum encroachment on the county property, you might figure a right-of-way line 35 feet from this tentative centerline.

Please keep us advised of your negotiation for this right-of-way.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 15 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Warren
for your info

GLC/dt
Attachment

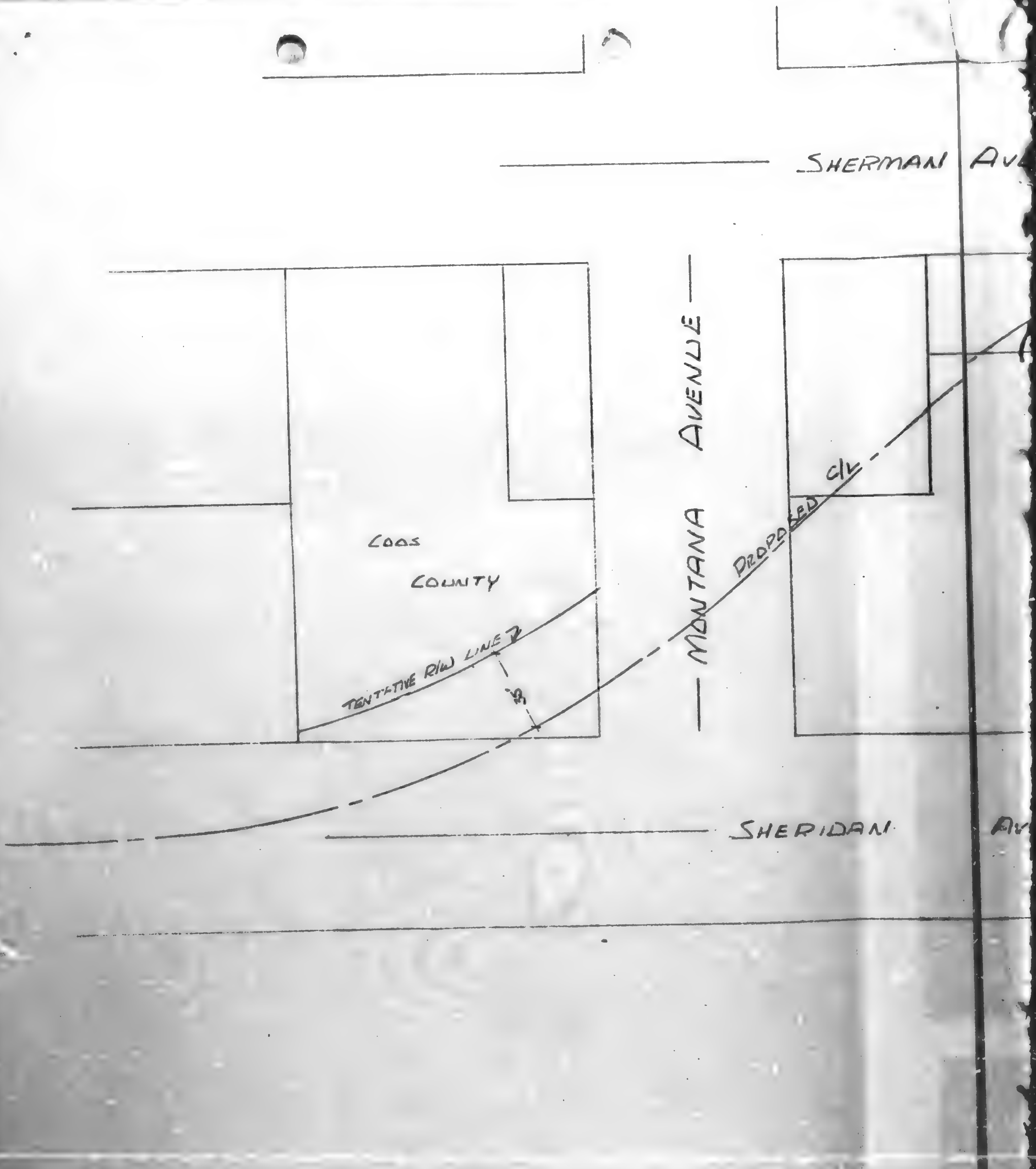
cc: L. W. Rulien
Victor Wolfe
B. E. Brown
Frank Morrison

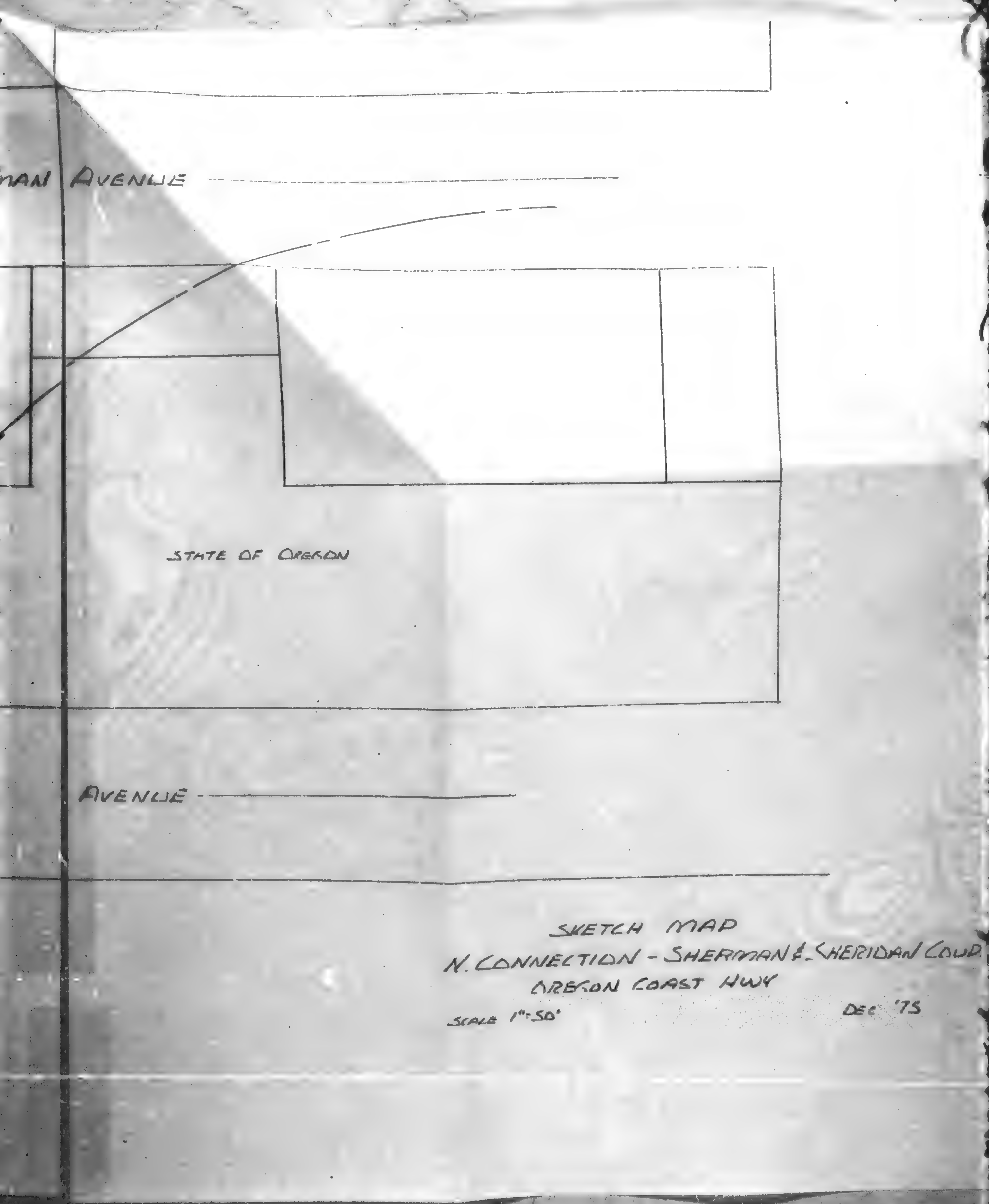
PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
[illegible]		
Proj. Dev. Engr.		
Office Engr.		
County City		
Federal Aid		
Inventory-Need		
Mileage Control		
Prog. & Schedule		

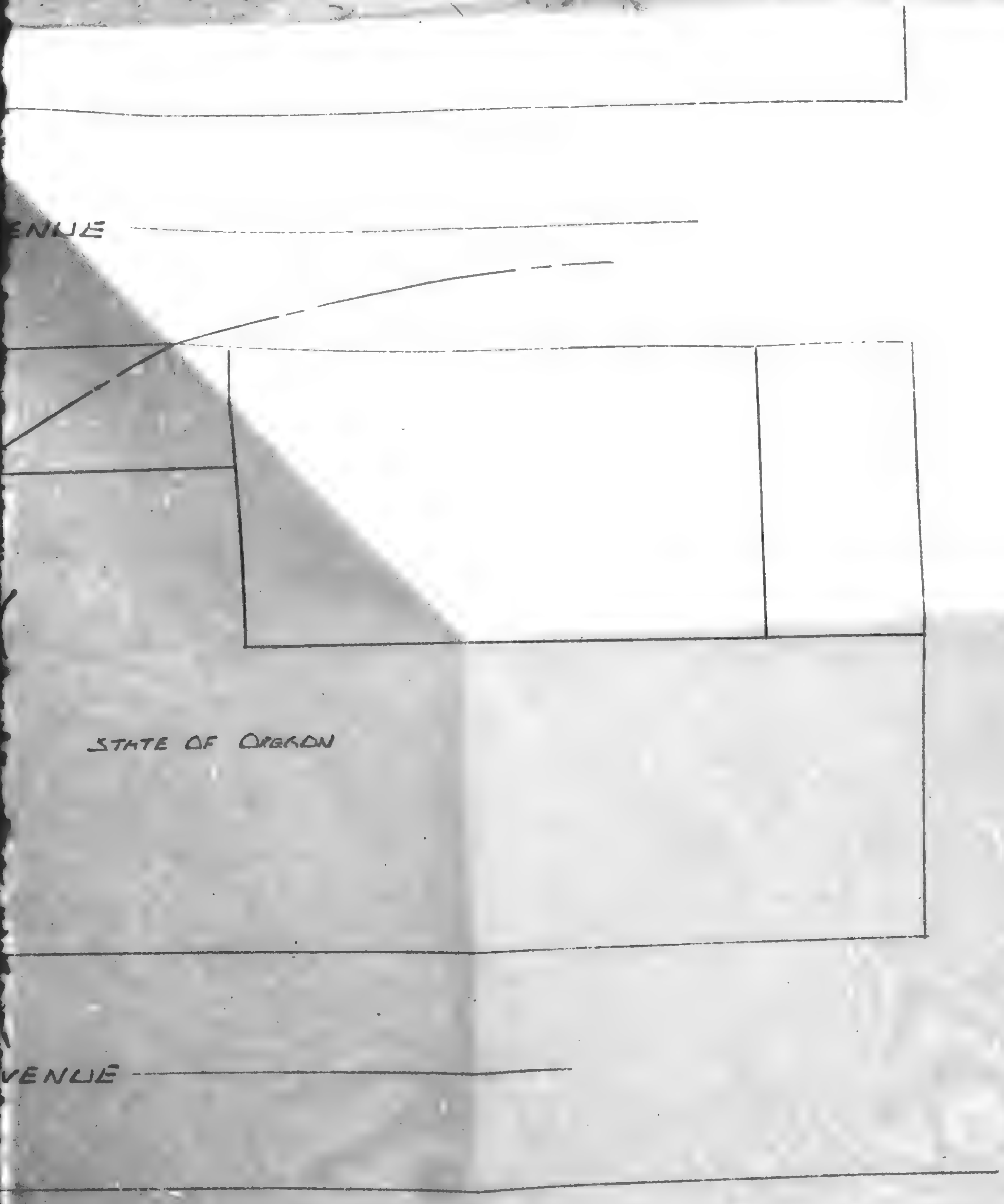
REMARKS:

DEC 15 1975


SHERMAN AV
MONTANA AVENUE
COOS
COUNTY
TENTATIVE R/W LINE
35
PROPOSED C/L
SHERIDAN AV



SKETCH MAP
N. CONNECTION - SHERMAN & SHERIDAN COUP.
OREGON COAST HWY
SCALE 1"=50' DEC '75



SKETCH MAP

N. CONNECTION - SHERMAN & SHERIDAN COUD.

OREGON COAST HWY

DEC '75

SCALE 1" = 50'

9073

N. Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 5, 1975

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Ramifications of a
Sherman-Sheridan Avenue
One-Way Couplet
North Bend

Mr. Bill Bourne, Director of Public Works, North Bend, contacted this office as a result of receiving a copy of the writer's memo to file dated December 3, 1975, concerning the subject project.

He wished a sketch showing the current line northbound through the county and state maintenance yard so he could re-affirm with the new Board of County Commissioners that the property needed would be supplied for the project.

He wished to point out that there would be no need for a truck route due to the closing of Kaiser Hospital on Virginia. In any event, the Florida-Union route would not be acceptable to the City Council.

He suggested, therefore, that the Connecticut signal could be removed.

He also asked that we consider a one-way couplet over Virginia-California from Sheridan to Monroe over existing roadways. Such a couplet would influence the traffic signal design at Virginia and Sherman associated with the proposed Sheridan-Sherman couplet. It would probably require a new signal at Sherman and California.

The writer promised to look at the Virginia-California couplet next trip into the area.

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown

RECEIVED
COUNTY & CITY SECTION
DEC 10 1975
☑ ENGR. ☐ COOP. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P M E ENGR		
[illegible]		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEED		
MILEAGE CONTROL		
PROG. & SCHEDULE		

DEC - 9 1975

REMARKS:

9673

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
December 3, 1975

FILE: PRO 6

#384

FROM: John Grassman
JOHN GRASSMAN
Region Design Engineer

SUBJECT: Sherman-Sheridan Avenue
Oregon Coast Highway
Coos County

TO: Alfred Shirley, Jr.
Regional Engineer

Pursuant to your request and based on the concepts mentioned in Glen Clark's memo this date, the following is the estimated construction cost for the subject section:

Southerly Connection	$ 35,000
Northerly Connection	65,000
Overlay (Washington-California)	15,000
Permanent Signing	5,000
Signals & Signal Revision	55,000
SUBTOTAL	175,000
Engineering & Contingencies(20%)	35,000
Anticipated Items:	
Striping	3,000
Utility Adjustment	2,000
Right-of-Way	25,000
TOTAL	240,000

The above estimate does not include landscaping or right-of-way costs for the county or state highway yards.

$25,000± ?

LAND VALUE = $50,000
RE-LOCATE = $150,000
$200,000

JG/dd

cc: L. W. Rulien
Victor Wolfe
J. H. Versteeg
B. E. Brown
Glen Clark
Frank Morrison

Geo review & discuss /R

DEC 5 1975

9013

Rulien

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
December 3, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Sheridan-Sherman Streets
One-Way Couplet FAUS Project
North Bend

TO: MEMO TO FILE

This office was advised that the last obstacle to approval of the Authority for Survey on the subject project was a preliminary estimate of cost for the project.

On Tuesday, December 2, 1975, Mr. John Grassman, Regional Design Engineer, Mr. B. E. Brown, District Engineer, Coos Bay, and the writer reviewed the project on the ground. The following concepts were discussed and will be the basis for the new cost estimate:

1. The south end connection will require minor right-of-way and will be constructed on a 16° CR as now shown on sketch maps. This will be compatible with 30-35 MPH speeds anticipated. The island and butterfly sign will be removed and a quarter block of Sheridan on the westerly side will require deep paving to establish super-elevation for the new traffic pattern.

2. The existing PCC pavement on Sheridan will require a 3" to 4" overlay between Washington and California (two blocks). The balance of the new northbound couplet (existing) is in good condition and is handling considerable truck traffic at present.

3. The new connection from Sheridan to Sherman (present US101) will be on an 8% grade and 15° reverse curves minimizing the impact on the Coos County and Highway Division property. The one block of Montana (a city street) will be vacated.

4. Sheridan will be severed and a cul-de-sac constructed. The Highway Maintenance Station will be served (as other residences to the north) by Florida Street.

? 5. To preclude sending west-to-north trucks over Connecticut Street (steep grade) between Sherman and Sheridan, it is considered feasible to re-route the North Bend truck route via Florida and Union.

6. The existing traffic signal at US101 (Sherman) and Connecticut will require minor revision. The mast arm in the NE quadrant will be moved to the SE quadrant and might be a proper time to install double indications to side street and upgrade to 12" reds.

DEC 5 1975

7. The existing striping on Sherman (present US101) will be converted from four lanes to three lanes.

8. The existing traffic signal at Sherman and Virginia will have to be completely rebuilt. Two of the strain poles are beyond re-use or will stand no additional loading. One quadrant is tied to a wood power pole.

9. A new traffic signal will be required at Sheridan and Virginia.

10. The existing islands (PCC) between Washington and the connection to Sheridan (one long block) will be removed and the southbound traffic pattern reduced from three to two lanes utilizing a portion of the previous northbound lane area.

11. Sherman traffic (off the hill south of US101) will be provided a route across the new northbound US101 traffic pattern into Washington Avenue and continue to Sheridan Street for access to the northbound pattern.

12. Mr. Grassman has on hand right-of-way estimates for all the necessary parcels, except the Coos County property and the Highway Division property. The city has stated in the past that they would contact the county and attempt to obtain the right-of-way at no cost to the project. The proposed impact on our Maintenance Station would be minimal and some area would be picked up by the vacation of Montana. Further, the present Sheridan north of the new connection could be reduced in width and provide additional maintenance area. ✓

13. An estimate based on the above will be prepared by Mr. Grassman.

GLC/dt

cc: L. W. Rulien
Victor Wolfe
J. H. Versteeg
B. E. Brown
William Bourne
John Grassman
Frank Morrison

10.73 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 19, 1975

In reply refer to: 1041DB.T

SUBJECT: Oregon Project M-2691(-)
Sherman-Sheridan Avenue Oneway Couplet
Oregon Coast Highway, Coos County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's September 3, 1975 letter has been received.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

G.K. Hossner
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 3, Engelmann)

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO Rulien
FOR
Info | Inve | R/F | D/R | Sig | Act | File

cy Schroeder

RECEIVED
SEP 23 1975
Office of Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

9073

Rulien

PRO 6

FAU
- N Bend

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 31, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This will acknowledge your letter of July 29, 1975, forwarding the environmental assessment prepared earlier this year for the proposed FAUS project for a one-way couplet on Sheridan-Sherman Streets in North Bend.

By a copy of this letter, I am asking Mr. Eb Engelmann, Regional Environmentalist, to contact Mr. Hoefer of your staff if any additional information is needed.

who pays - state?

As stated before, we hope to have an Authority for Survey approved shortly and as engineering personnel become available, a current cost estimate will be made based on the current scope of the project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Rulien
H

GLC/dt

cc: L. W. Rulien ✓
B. E. Brown
Eb Engelmann
Frank Morrison

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE [✓ ■ UE]
☐ UPE ☑ CE ☑ RE ☐ UPE ☐

PROJECT MANAGEMENT
ROUTING
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY AUG - 4 1975
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:

R

City of North Bend
NORTH BEND, OREGON 97459

July 29, 1975

Mr. Glen L. Clark,
Regional Federal-Aid Engineer
Oregon State Highway Eivision
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

In response to your letter of July 24, 1975, I am enclosing a Project Environmental Assessment for the Sherman-Sheridan Avenue One Way Couplet. The enclosed assessment was prepared by our environmentalist (Mr. Andy Hoefer) in response to your letter of Dec. 11, 1974 but was inadvertently filed instead of being forwarded to your office.

Sincerely,

CITY OF NORTH BEND

William A. Bourne, P.E.
City Engineer

WAB:lm
encl.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 7, 1975

A. PROJECT IDENTIFICATION

Name of Project Sherman - Sheridan Avenue One-way Couplet
(Section)

Location of Project Oregon Coast Highway (Highway Name) US 101 (Highway No., US -ORE)

North Bend	Coos	St. Hwy 3 St. Admin 7
(City)	(County)	(Region)

Program Federal Urban System (Funding) $210,000 (1973) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the capacity, safety and operational efficiency on a portion of the Oregon Coast Highway where existing capacity deficiencies are contributing to an accident rate nearly four times the average rate for all urban sections along the Oregon Coast Highway and six times the average rate for all of the State's Primary System.

Origin: The problems of limited capacity, congestion and accidents on this section of the Oregon Coast Highway were probably discussed as early as the late 1930's. World War II diverted attention to national problems in the early 1940's. However, in 1948 and 1954 the U.S. Census of Business indicated that traffic and traffic associated problems were handicapping merchandisers in the central business district of North Bend. In 1959 the Bureau of Municipal Research and Service suggested the one-way couplet as a tenable solution to the problem in a report entitled "A Proposed Plan for Major Streets in North Bend". During the 1960's alternate routes were evaluated and the Sherman - Sheridan route won local favor. In 1972 the Coos Curry Council of Governments included the couplet in the report, "Coos Bay - North Bend Urban Area Preliminary Community Facilities and Traffic Circulation Elements". Harstad Associates Inc. further identified and urged implementation of the couplet in a 1973 report "TOPICS, An Areawide Plan for the Coos Bay Oregon Urban Area". The couplet has since been included in the urban area traffic circulation plans relating to the 1973 Federal Highway Act.

C. DESCRIPTION OF PROJECT

Length: The couplet is 1.1 mile, more or less.

Termini: Sherman and Florida Avenue will be the North Terminus. Sheridan and U S 101 will be the South Terminus.

Alignment: The couplet will utilize a combination of exisiting, modified and new alignment. The modified and new alignment will be restricted to the Termini.

Right-of-Way: The Right-of-Way, existing and to be acquired, consists of approximately 11 acres. Land use adjacent to Sherman Avenue is commercial. Land use adjacent to Sheridan is industrial.

Typical Section: The existing section on Sherman Avenue is a 52 foot-wide paving curb to curb on an 80 foot-wide right-of-way with four 9 foot-wide lanes and curb side parking along both sides. The Sheridan Avenue section is a 52 foot-wide paving curb to curb on an 80 ft.-wide right-of-way with two lanes and curb side parking along both sides.

Structures: May require a retaining wall at the North Terminus.

Characteristics (ADT): An ADT of 12,700 vehicles per day South of Colorado to 16,300 vehicles per day South of Virginia. ADT exceeds 18,000 vehicles per day South of Sheridan (1971 Data).

Other General Information: Utilizing average growth factors, the estimated 1973 ADT for these locations, South of Colorado, Virginia and Sheridan will be in excess of 14,000, 18,000 and 19,500 vehicles per day respectively. During the summer months, June through September, traffic volumes reach 110 to 145 percent of the ADT volumes.

Project Sketch Map attached: The project sketch map is attached.

D. LOCATION AND/OR DESIGN ALTERNATIVES

The following alternatives were considered for improving capacity and safety:

1. Partial and/or complete prohibition of on street parking. Traffic lanes could be increased to 11 feet by no-parking on one side and to 13 feet by prohibiting all parking. While no additional traffic lanes are created, increased capacity could be expected by removing parking manuever conflicts and improve safety by removing the moving-parked vehicle conflicts presently experienced in the substandard lanes. Most peak traffic conditions would meet and sometimes exceed the increased capacity provided by such on street parking prohibitions.
2. Widening existing Sherman Avenue. The limited rights-of-way and extensive development along this section would make widening virtually impossible and the costs would be prohibitive. The maximum width possible within the existing rights-of-way would allow no on street parking.
3. Sherman - Union Avenue one way couplet. This plan has not met with local favor as it would increase traffic, particularly trucks, on Union Avenue.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: Required

Type: Combined Corridor Design Hearing

Tentative Date(s): Upon completion of preliminary design

A-95 Review: Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural Topography: Sherman and Sheridan Avenues are fairly level streets approaching a 2 to 2.5 percent grade at the South terminus. Sheridan Avenue is generally lower than Sherman and is about 30 feet lower at the North Terminus. A 6 to 7 percent design grade will be required to transcend this elevation difference.

Flora: Flora consists of indigenous species of both woody and herbaceous plants which are restricted to the North and South termini areas. The woody plants range in size from saplings to 18 inches dbh(diameter breast high) are 30 feet or less in

F. continued-

(Flora) height and include Douglas-fir, Alder, Cascara, wax myrtle, pine, cedar and rhododendron. Blackberries and grasses are also prevalent. Between the termini are paved streets with little or no vegetation.

Soils: Soils appear to be sandstone at the termini and most likely include dredge spoils in the remainder especially along Sheridan. There are no water features within the scope of the project.

Drainage: Drainage is primarily surface drainage along the paved streets with some storm sewers in both Sherman and Sheridan Avenues. Additional drainage should be considered in the design.

Cultural Land Use: The existing route travels through the central business district of North Bend and the land use is commercial. The one-way couplet will travel North bound through land use which is industrial. South bound traffic using the existing route remains commercial. The existing use, existing zoning and the 1990 Land Use Plan identify and maintain the uses as they are today.

Noise: Noise within the project area is predominantly of traffic origin. A limited amount of localized noise may be attributed to mechanical sounds from local businesses and industries.

Air Quality: Air sampling is not being done in North Bend at this time. The author is not aware of any Air Quality problems in the project area. Accomplishment of the project would tend to reduce both noise and air polution by reducing the "Stop-Start" traffic pattern currently being experienced and substitute a smooth traffic flow with less gear shifting and less emission of engine polutants.

Utilities: Overhead utilities are located in the street rights-of-way outside of the paved portion of the street. Underground utilities including water mains, sanitary and storm sewers are located under the paved portion of the street.

C. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Additional right-of-way acquisition will be required at the North and South termini. The North terminus will require acquisition of approximately 500 feet of right-of-way which could vary in width from 80 to 160 feet depending upon design criteria not yet established. Right-of-way acquisition at the South terminus will require approximately 300 feet of right-of-way which could vary from 5 to 20 feet in width depending upon design criteria.

G. continued-

Consequences:

The acquisition of additional right-of-way at the North terminus will displace a service station, a portion of the State Highway Departments Maintenance shop yard and may displace a cafe. Right-of-way acquisition of the South terminus does not involve the displacement of persons or property improvements, but will require revision of the Oregon Coast Highway islands and divider strip.

2. Estimated Changes in Traffic Patterns:

The existing route, Sherman Avenue-a 52 foot-wide street, is marked to provide four moving traffic lanes approximately 9 feet in width. Curb-side parking is permitted on both sides of the street. Pre-timed signals are provided at two intersections. Left turn movements are projibited at all approaches to the intersection of Virginia Avenue with Sherman Avenue. All motorists Northbound on U S 101 desiring to travel West on the Cape Arago Highway or from the West to the North are directed via Sheridan Avenue. A truck route is provided on Connecticut and Meade Avenues. The proposed route with Sherman and Sheridan as one-way streets would provide three 12 foot-wide traffic lanes with on street parking permitted along both curb lines. The existing traffic signals will require revision or modernization to fit the needs of the one-way pattern. The couplet will restore left turn movements at Virginia - Sherman intersection.

Consequences:

The one-way couplet would provide sufficient capacity for present ADT and peak traffic volumes and for future traffic that can be expected during the next decade. Through the reduction of congestion safety should be improved. The Sherman - Sheridan Avenue one-way couplet would generally utilize the major routings, and would neither increase nor reduce travel distance between U S 101 and the Cape Arago Highway.

3. Estimated Changes in Land Use:

Changes in land use will be limited and minimal. The change will occur at the North terminus from its present use to a public roadway. The change will occur in the least developed property which has fewer property improvements than any other area which would be considered for this proposal.

Consequences:

The displacement of property improvements will be the major consequence of the change in land use resulting from this proposal.

4. Expected Adverse Effects on Natural Ecological Resources:
Adverse effects on natural ecological resources are expected to be minimal. The major portion of the project occurs in the central business district along established paved streets. The major revisions to existing features, natural and manmade, will occur at North and South termini and will require the removal of some of the local isolated vegetation and change the existing topography at the transition of existing traffic flow to the one-way couplet.

Consequences:
If there are any consequences, they may be resolved through plantings and landscaping.

5. Expected Adverse Effects on Cultural and Scenic Resources:
The cultural resources should be enhanced rather than adversely affected by making that resource more easily available to area residents and the traveling public. Adverse effects to the scenic resources will be minimal and primarily restricted to the South terminus in the area of transition from the existing traffic flow to the one-way couplet. This project will require the removal of some of the trees and other vegetation from the existing maintained roadside area.

Consequences:
Replacement of the scenic resources removed by this project should be considered and addressed through a landscape plan incorporated into the design work for this project.

6. Preliminary Identification of Areas of Critical Environmental Concern:
Adverse effects of an environmental nature appear to be minimal and there are no apparent areas of critical environmental concern.

7. Potential for Controversial Issues:
The proposal calls for change and any change is controversial to some. The traffic on Sherman Avenue will be reduced by 50% and one or morebusinesses may claim damage as a result of loss of "potential customers". Such loss would be minimal however. One or more property improvements will be displaced. These also could be controversial issues. As a general overview of this project, there does not appear to be any great potential for controversy.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer	X		
Urban Planner	X		
Geologist		X	

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ________________

N. Bend - Fau,
Sherman - Sheridan
Couplet

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 24, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

We wish to keep you advised of the status of your federal-aid urban system project request for a Sherman-Sheridan one-way couplet in North Bend.

As you know, our Salem office had been asked to prepare an estimate for a couplet that would not force relocation of the Highway Division's maintenance facility. This estimate was prepared and was somewhat higher than anticipated. Mr. Alfred Shirley, Jr., Regional Engineer, requested that the data be sent to the Region office so additional field investigation could be accomplished.

An Authority for Survey is being prepared to fund this field work and it is thought that Mr. Frank Morrison will be in a position workload wise to accomplish this task.

As you may know, a project environmental assessment form was sent to Mr. Alfred Roth, City Manager, December 11, 1974. This must be completed and returned to this office. A second copy is attached if the first was not received or lost. Please complete the form using the guidelines attached. Mr. Eb Engelmann, Regional Environmentalist, will assist you in answering any questions you may have and will review the assessment you prepare.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosure

cc: L. W. Rulien ✓
B. E. Brown
Eb Engelmann
Frank Morrison
John Grassman

Done

RECEIVED
COUNTY & CITY SECTION
JUL 29 1975

JUL 28 1975 FAUS

Form E-39 3M

9073

fans

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Sherman Ave.-Sheridan Ave. Couplet

Highway Oregon Coast

County Coos

Date July 21, 1975

Authorization No. 1

Survey Prefix 6-1912 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus is M.P. 235.04, which point is at the intersection of Florida Ave. and the Oregon Coast Highway (Sherman Ave.). The southerly terminus is M.P. 235.58, which point is 100' south of the intersection of Sheridan Ave. with the Oregon Coast Highway. Total length of the project is 0.54 miles.

NOTE: This prefix replaces prefix 6-1465 which has been cancelled

Purpose of survey: To prepare plans, specifications and estimates to construct a connection between Sherman and Sheridan Avenues and to make the necessary revisions to form a one-way couplet through the business section of North Bend. The couplet is to utilize Sherman and Sheridan Avenues.

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M-2691(1)

Estimate of cost:

Field	901	15,000
Citizen Input	902	500
Plans	905	2,000
R/W	909	1,000
Soils	910	1,000
Liaison	913	1,000
Utilities	914	500
Loc. Studies	918	500
Proj. Mgt.	920	100
Specifications	921	900
Environmental	923	5,000
Hearings	980	1,000

Total estimated cost of survey	$ 28,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Location ~~Construction~~ Engineer

Approved:

Ass't State Highway Engineer

State Printing 241

2-17-76

9C!3

N. Bend
FAU

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1975

To Mr. Victor D. Wolfe
Location Engineer

SUBJECT: City of North Bend
Proposed Sherman-Sheridan Couplet
Oregon Coast Highway
Coos County

4/23/75 Called Glen Clark re: An acceptable project for $ available ($386,000). He said Shirley was having Region personel figure new est. fd.

The Reconnaissance Unit has reviewed the field location data and updated the construction costs for the subject section. This is in answer for a "ball park" cost requested by Glenn L. Clark, Region 3 Federal-aid Engineer, in his letter of February 5 to North Bend's City Engineer, William Bourne.

From available information in this office, it was determined that the construction cost now would be $360,000; right of way costs not included. This cost estimate is predicated on the field survey alignment for the north end of the Sheridan Avenue couplet leg. A retaining wall adjacent to the State Highway maintenance yard was included in lieu of an embankment fill as originally proposed in the field location survey. This proposed wall would lessen the impact on the maintenance yard.

The City Engineer proposed that the above couplet segment be moved 100 feet southerly in order to eliminate the taking for right of way from the Franco service station located on the southeast corner of Florida and Sherman Streets. This alternate proposal was estimated on a reconnaissance basis, the results being that the construction costs could be some $30,000 more than the field survey. This additional cost is because of additional height required for the retaining wall.

A sketch map is enclosed for reference.

W.H. Hackleman
Reconnaissance Engineer

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COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ DPE ☐

VB:jp
cc E.S. Hunter w/attach
Alfred Shirley, Jr w/attach
L.W. Rulien w/attach
Recon File w/attach

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID MAR 14 1975	Dale	Smith
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

Wolfe

PRO 6

3-10

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

1859

Robert W. Straub
XGNXXXXCHXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 5, 1975

Mr. William A. Bourne
City Engineer
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Bourne:

This will acknowledge your letter of January 31, 1975, amending your previous project application for a Sheridan-Sherman one-way couplet project in North Bend.

By a copy of this letter, your letter and sketch are being forwarded to our Project Management Section for processing.

Prior to Commission approval, a cost estimate must be made. For that reason this office is asking our Salem Location Section to make a rough estimate for use as a "ballpark" cost for placing the project on the Commission agenda.

Also by a copy of this letter, the Regional Design Engineer is asked to prepare an Authority for Survey for forwarding to the Project Management Section for processing, also.

An agreement will be prepared and submitted to you for Council action in the near future.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

REFERRED TO Wells By Location Engineer

NOTED
W. N. HACKLEMAN

GLC/dt

cc: L. W. Rulien
Victor D. Wolfe
John Grassman

RECEIVED
FEB 6 1975
LOCATION SECTION

City of North Bend
H BEND, OREGON 97459

January 31, 1975

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

This letter is in reply to your letter of January 16, 1975 concerning the Sherman-Sheridan one-way couplet. The City of North Bend does not concur in the State's position that this project be dropped, and continues to stand firm in its position that the project should be completed as rapidly as possible.

I am enclosing a sketch of a proposed minor alteration to the project which should overcome all of the OSHD's apparent objections to the project with minimal change in the effectiveness of the proposed couplet. The sketch shows that by moving the northern terminus of the couplet 100 ft. to the south, the following benefits accrue:

1. The encroachment into the OSHD maintenance yard is all but eliminated and would obviate the need to replace this facility.
2. The Franko station could be left as is, thereby limiting the remaining right-of-way acquisition to unused or public land.
3. The required retaining wall would be substantially reduced in size, with substantial cost benefits to the project.
4. The location change would require closure of Montana Street between Sherman and Sheridan. This closure presents no problems, and would actually reduce potential hazzards.

It would appear that the project could easily be constructed within available funds with the proposed minor change. You are therefore requested to pursue this matter with vigour.

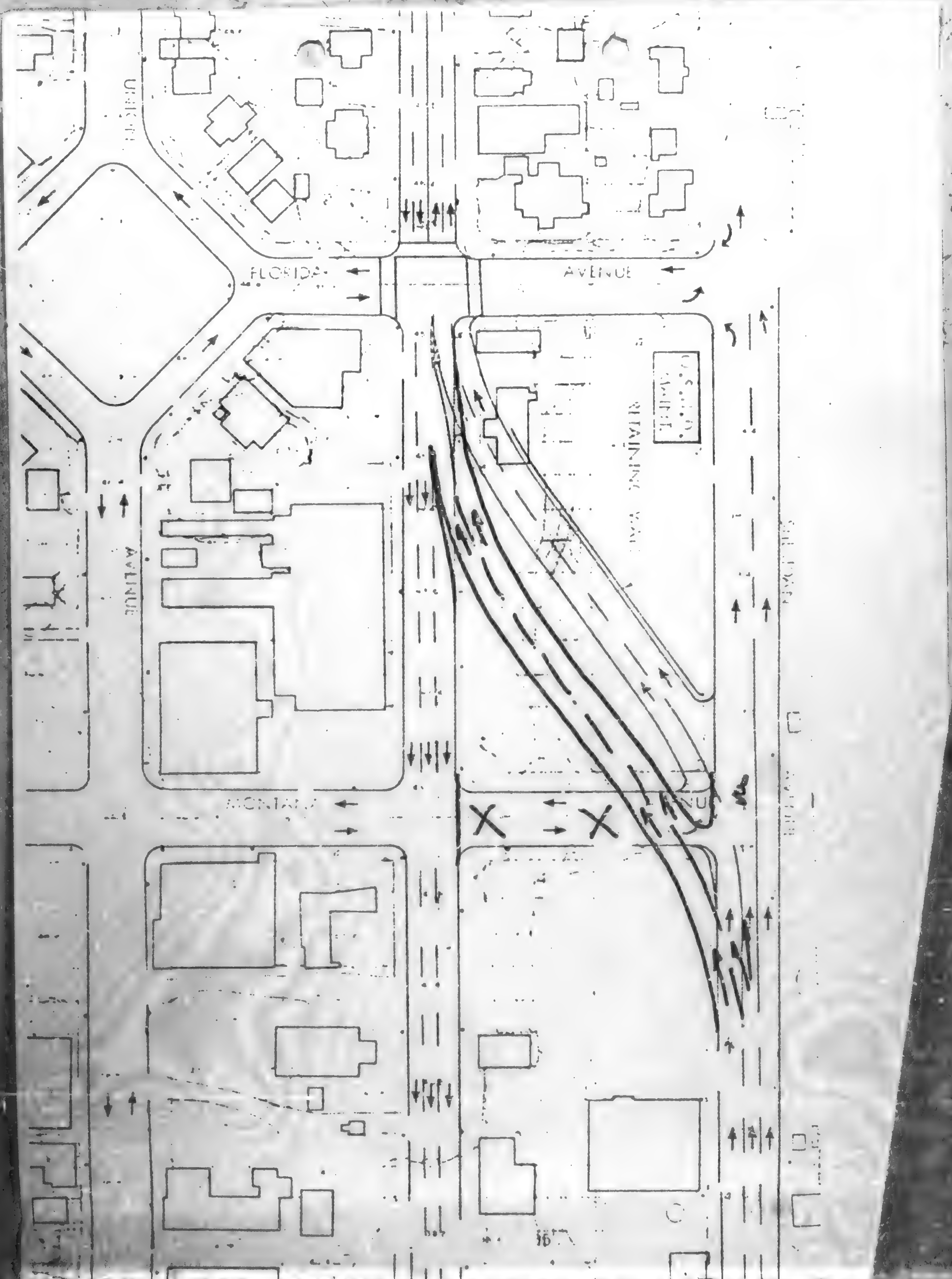
By copy of this letter, the County Commissioners are requested to consider donation of the approximately 1500 sq. ft. of County-owned property that will be required for right-of-way under the alternate plan.

Sincerely,

CITY OF NORTH BEND

William A. Bourne, P.E.
City Engineer

WAB:lm
Enclosure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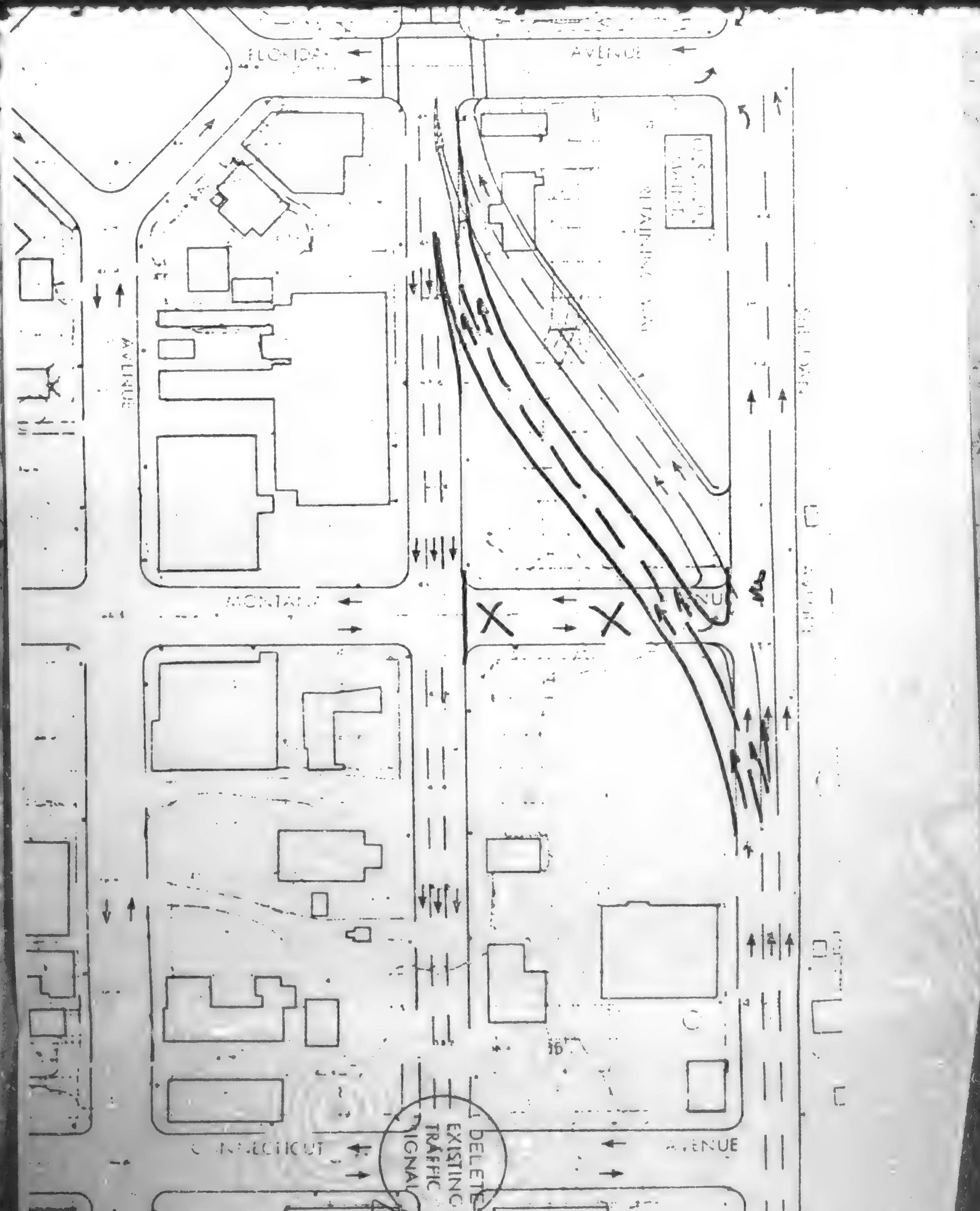
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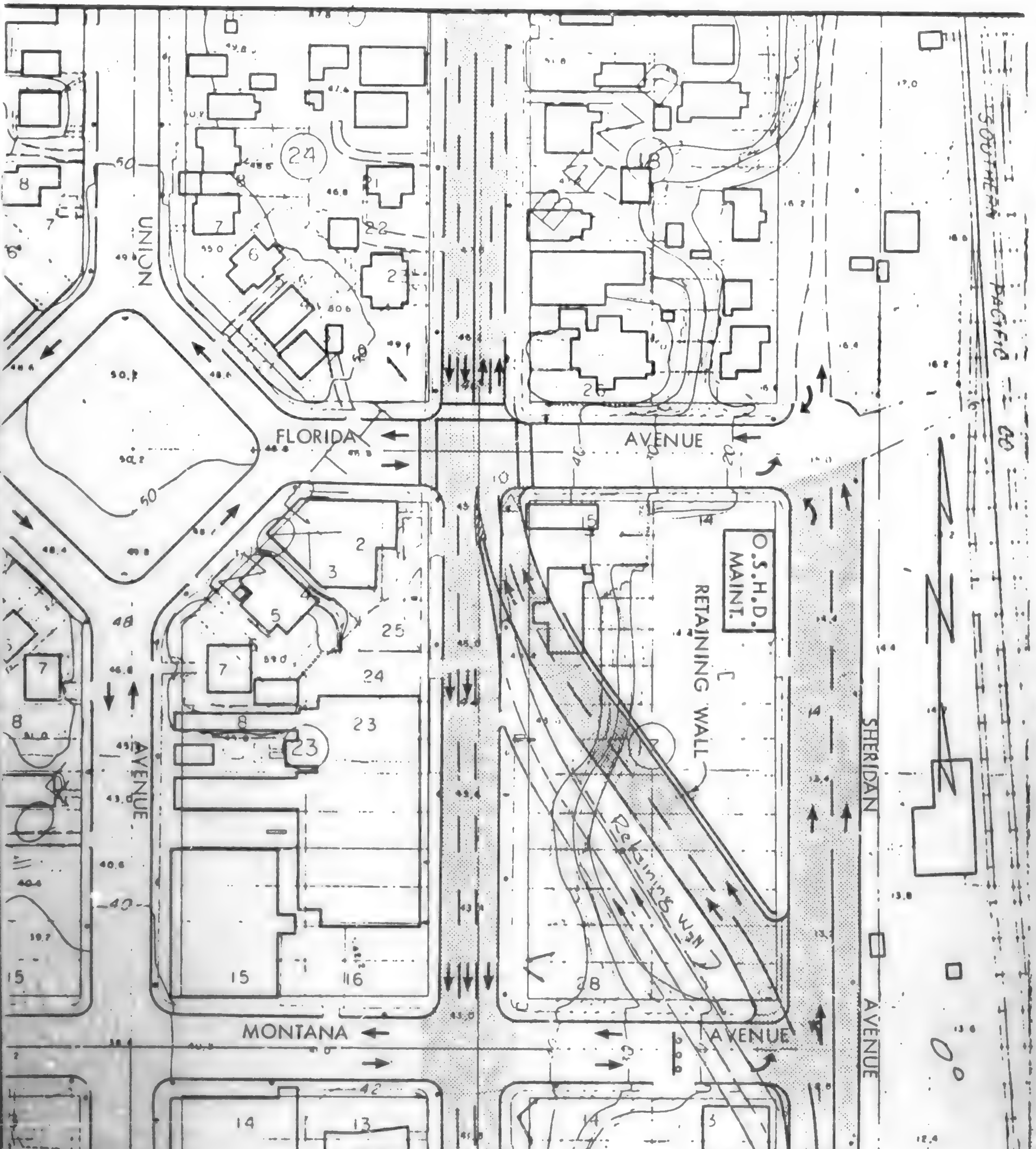
CONNECTICUT AVENUE
DELETE EXISTING TRAFFIC SIGNAL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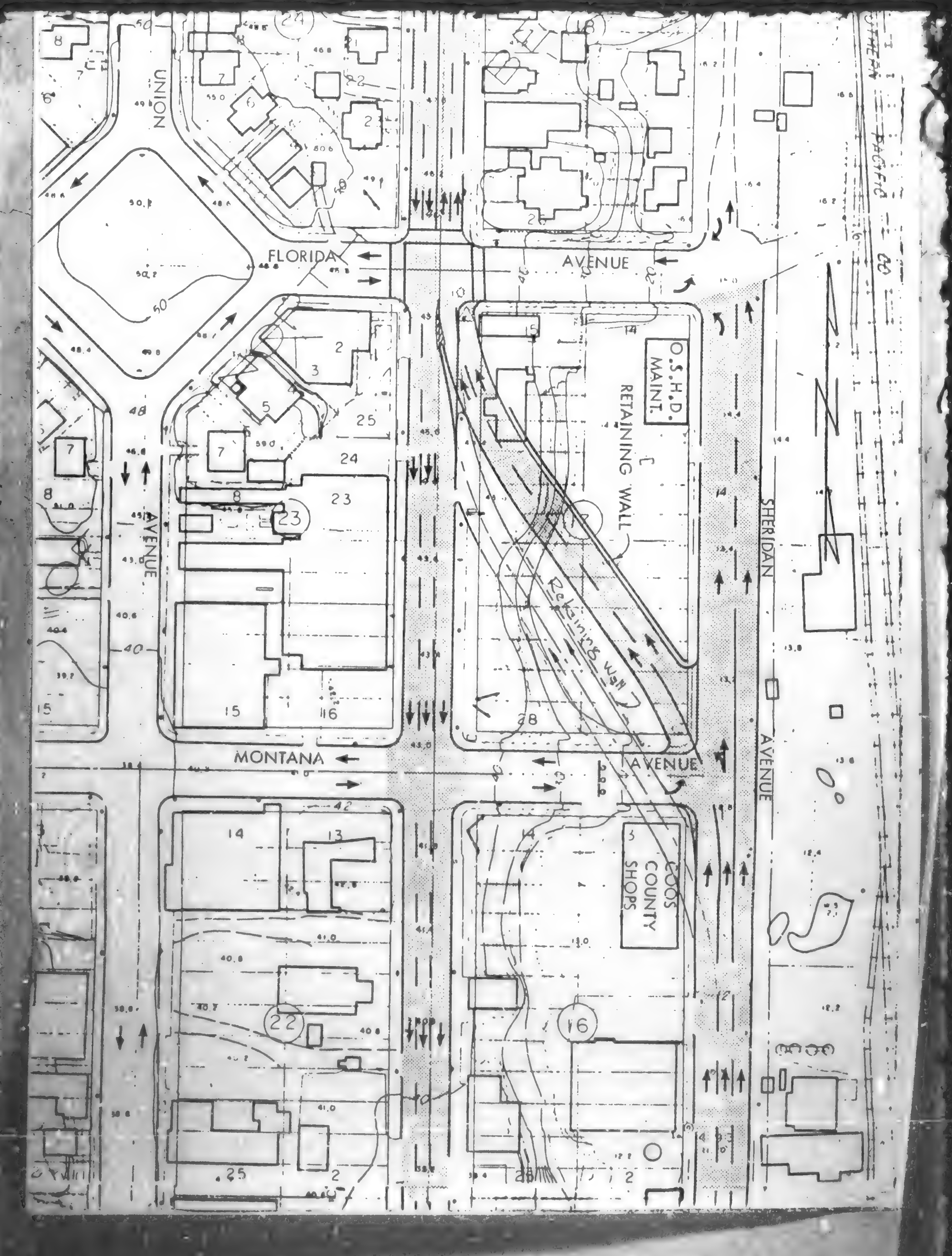
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FORM 81-734-3030

File this → ~~Bulletin~~ FAU

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

x-file: N Bend
Traffic Signal
Va @ Brdwy

Roseburg, Oregon
January 27, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Meeting Regarding North Bend's Request for Detailed Cost Estimate Sherman-Sheridan One-Way Couplet FAU Project - North Bend

RECEIVED
COUNTY & CITY SECTION
JAN 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
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On January 8, 1975, Mr. Kipp Osborn, Regional Traffic Engineer, Mr. Alfred Shirley, Jr., Regional Engineer, and the writer met with Mr. Bill Bourne, Director of Public Works, North Bend, and Mr. Joe Schwarm, Director of Public Works, Coos Bay, for two reasons: First, we were going to advise North Bend that the cost estimate for the Sherman-Sheridan Couplet had increased to $410,000 and therefore we had concluded that the City would, in all likelihood, have no further interest in the project. Secondly, while in the area we were going to advise the City of Coos Bay that the cost estimate for their Curtis Street-Johnson Street TOPICS project had increased some $48,000 to a total of $108,000 and that the City had a balance of $30,000 available in TOPICS funds. ✓

On January 17, 1975, Mr. Don Harwell, City-County Unit, Mr. Osborn and the writer again met with Mr. Schwarm, Mr. Bourne and, in addition, Mr. Alfred Roth, City Manager, North Bend, was present. It was the intent to advise the City of North Bend that there were no longer any TOPICS funds available for the traffic signal project at Virginia and Broadway that was scheduled for bid opening February 27, 1975. It was our thought that the City would surely drop the couplet project, thus making available some $381,000 FAU funds for smaller projects. Thus, the Virginia-Broadway signal could be financed by such funds. The Coos Bay TOPICS project could not due to the FAP classification of US101. ✓

Two misconceptions were evident: First, the City of North Bend had no intention to drop the couplet project and wanted detailed cost estimates immediately. Secondly, they got the impression that they had been asked to give Coos Bay their TOPICS funds ($32,000). This latter misunderstanding prompted a telephone call to Mr. Roth an hour after the meeting to insure his understanding that the funds had been recalled and were to be redistributed to several cities with regularly scheduled TOPICS projects which had increased in cost due to inflation. ✓

The City asked the writer to return Tuesday, January 21, 1975, for a full Council meeting wherein the Council was acting as a committee. In preparation for this meeting, I determined that no new estimate had actually been prepared. A 1968 estimate had been updated by the Salem Location Section from $130,818 to $330,000 for construction, $50,000 for right of way (consulting engineer's estimate from the areawide

Send a Hunter for your info R 1-30-75

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JAN 29 1975
PROJECT MANAGEMENT SECTION

Donald

TOPICS study as presented by City in application), and $30,000 for a traffic signal, the total being $410,000, or $29,000 over available funds if 1974, 1975 and 1976 allocations were obligated. An estimate of the land value of our Maintenance Station site was made January 21, 1975, by our Regional Right-of-way Section. This amounted to $50,000. It was estimated that if we were to relocate a building, gas pumps, etc., would cost an additional $150,000. A new estimate of the construction cost was made by the Region office based on the 1968 quantities but adding 40% contingencies, move-in costs, direction and protection costs, etc., this came to $271,000.

Thus, the total is as shown below:

Grading and Paving	$271,000
Right-of-Way (exclusive of our Maintenance site)	50,000
Land Value of Maintenance Site	50,000
Buildings and pumps	150,000
TOTAL	$531,000

At the January 17, 1975, meeting, the City Manager stated he was considering replacing our Maintenance Station site "in kind".

The meeting Tuesday, January 21, 1975, was attended by the writer. The full Council, City Attorney, City Manager and Director of Public Works were in attendance.

The details of the previous two recent meetings were outlined by the Director of Public Works for the benefit of the Council. The new estimate, land values, building costs, etc., were presented to the Council. The Council was concerned over their promise to the local residents that along with the extension of Virginia (to four lanes), a signal would be installed at Broadway.

The City decided to cut the couplet project short (so that little or no damage would occur to our Maintenance Station) to save funds and pressed hard for some way to signalize Broadway and Virginia. I suggested that FAU funds might be used ahead of the couplet project, but that we would require a letter from Eastside and Coos Bay stating that this project rather than the couplet was their first priority. The Council was of the opinion Coos Bay would not write such a letter and might cancel the present couplet letter.

After much conversation, they asked what it would cost to construct the signal with State forces and if they paid the bill, would we do the work. I said $20,000 to $22,000, as a guess. They asked if I would pursue this and if it appeared feasible, they would write a letter so asking.

After the meeting, Mr. Shirley was contacted in Salem and on Thursday, January 23, 1975, he advised that if asked, we would seriously consider their request. The writer so advised Mr. Roth.

GLC/dt

cc: L. W. Rulien

91'23

Rulien FAU

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. William A. Bourne
Director of Public Works
City of North Bend
City Hall
North Bend, OR 97459

January 16, 1975

Dear Mr. Bourne:

This letter is to confirm the conversation in your office January 8, 1975, concerning the FAU project application for a one-way couplet via Sheridan and Sherman Streets on US101 in North Bend.

You will recall, Mr. Alfred Shirley, Jr., Mr. Kipp Osborn, Mr. Joe Schwarm and the writer attended that meeting.

The salient points were that the urban area had been allocated $297,654 (78%) which would support a total contract of $381,607.67. The current estimate of the cost of this overall project (as prepared by our Salem Location Section using 1974 dollars) is $410,000. This is based on a $50,000 right-of-way acquisition cost. We feel this couplet would completely destroy our maintenance site and it would cost the State some $250,000 for re-establishing our facility.

Faced with these facts, it was the State's position that this project be dropped and other projects be considered.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ED BY GLEN L. CLARK
ERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 21 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

1-27-75
Discussed w/ Clark
that future letters
not be positive form
Don H.

GLC/dt

cc: L. [illegible]. Rulien ✓
Jo[illegible]hwarm

NOTED
D. E. SWAN

RECEIVED
JAN 20 1975
PROJECT MANAGEMENT SECTION

9073

1- [illegible]

19A-201

[illegible] 23 974

Sherman - Sheridan Couplet
City of North Bend
Oregon Coast Highway

Length, miles	0.78		0.78 miles
Grade and Pave	180.000		*330.000
Structures	--		----
R/W	130.000		*50.000 } City of North Bend Est.
		Traffic Control	30.000 }
Total Est. of Cost	310.000 (1968)		*410.000 (1974)

Prepared by Vic Berning

1-6-75 APM

Called Glen Clark ċ related above est. to him. Also told him all work outside of Ore. Coast Hwy R/W was eligible for FAUS funding according to Vern Cosack of FHWA.

Glen ċ Bud will discuss and contact City of North Bend regarding cost ċ feasibility of project. Told him we would be glad to attend any meetings.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9073

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Coquille, Oregon 97423

DATE December 24, 1974

TO Glen L. Clark
Regional Federal-Aid Engineer

FROM B. E. Brown
District Engineer

SUBJECT Possible One-way Couplet Const.
North Bend, Oregon Coast Highway
Sheridan-Sherman-Washington to Florida Section

I have checked the proposed couplet section as you requested and have made the following observations:

1. A 2" overlay over Sherman and that portion of Sheridan to California Street would be desirable.
2. The Section on Sheridan from California to Florida Street would require only minor patching to make it acceptable.
3. Using Florida Street as the connection is not feasible as truck traffic would be in continuous trouble due to the adverse grade on Florida.
4. The base looks adequate along the whole route to carry truck loads.

BEB/lm

RECEIVED
DEC 30 1974
LOCATION SECTION

DEC 30 1974

9013

Rulien FAU

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 11, 1974

Mr. Alfred Roth
City Administrator
City of North Bend
P. O. Box B
North Bend, OR 97459

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Roth:

This will acknowledge your letter of December 10, 1974, forwarding a Federal-Aid Urban System project request which could result in a one-way couplet via Sherman-Sheridan Streets from Florida to Washington Avenues in North Bend on the Oregon Coast Highway (US101).

Your documentation and project request are being submitted to our Project Management Section for processing. Enclosed is a Project Environmental Assessment form which we are asking you to complete and return to this office. Also enclosed is a basic procedures outline which may be of interest to you and answer some questions regarding the processing of your project.

If you have any further questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Cof Permit & drawings
R

GLC/dt
Enclosures

cc: L. W. Rulien ✓

RECEIVED
DEC 12 1974
PROJECT MANAGEMENT SECTION

CONSTR.

City of North Bend
NORTH BEND, OREGON 97459

December 10, 1974

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

In response to your letters of April 22, 1974 and December 3, 1974 I am enclosing a completed project application for completion of the Sherman-Sheridan one-way couplet for consideration as our initial Urban System project under the 1973 Highway Act.

Also enclosed are letters from the cities of Coos Bay, Eastside and Coos County supporting the project.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

Enclosures

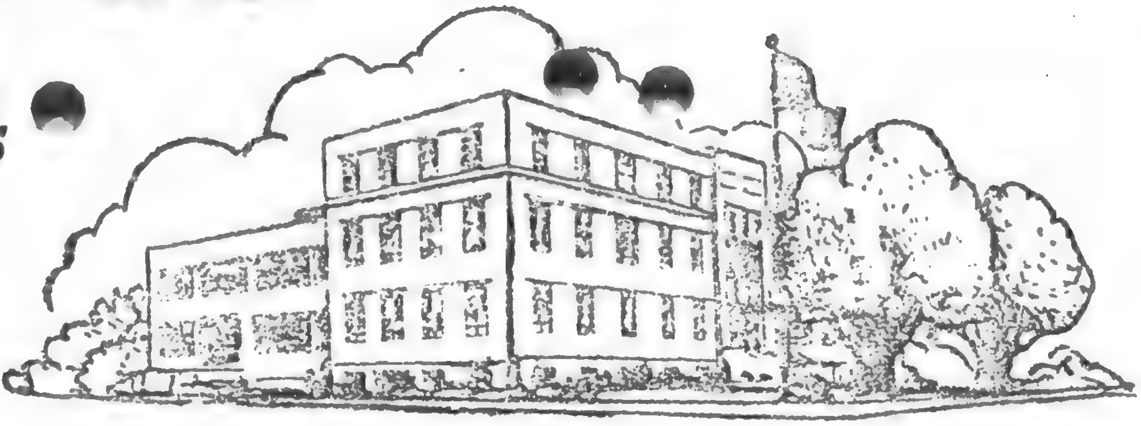
City Administrator
City of North Bend
P. O. Box B
North Bend, OR 97459

9073

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



November 14, 1974

Alfred Roth, Administrator
City of North Bend
P.O. Box "B"
North Bend, Oregon 97459

Dear Mr. Roth:

On October 23, 1974 the Coos County Board of Commissioners reviewed your letter of October 10 requesting that the Board of Commissioners review and approve the proposed construction and re-routing of traffic through North Bend. The Board has found no areas of concern in your proposal and noted that it would implement the TOPICs plan previously approved by the Board. We also feel that the proposed project would greatly improve traffic circulation in North Bend and, therefore, give it our support.

Thank you.

Sincerely,

BOARD OF COMMISSIONERS

M.R. Mickey Moffitt
Chairman

Commissioner

Lonnie Van Elsberg
Commissioner

PD/jw

9073

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date October 10, 1974

Applicant Agency City of North Bend
Federal Aid System Route No. 9 (US 101) Route Name Oregon Coast Highway No. 9
Project Name Sherman-Sheridan One-Way Couplet

Project Length 0.5 miles Project Location (Attached sketch map)
Project Description Sherman-Sheridan One-Way couplet from 300 feet south of Washington Avenue north to Florida Avenue.

Average Daily Traffic 17,000 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52' Travel Lanes 4 Shoulders NA
Medians NA Parking Both Sides
Sidewalks Existing
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 104' Travel Lanes 6 Shoulders NA
Medians One Way Grid Parking Both Sides, Both Streets
Curbed Existing* Length Curb Radii
Sidewalk/Bikeway Existing*
Other *With Modifications

FOOTNOTES:

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Description of Proposed Roadway Work Construct new intertie between the Florida/Sherman and Montana/Sheridan intersections; construct necessary Diversion Islands and sign for One-Way traffic, north on Sheridan and south on Sherman.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 120'

2. Will Additional Right-of-Way Be Needed? Yes Explain For Florida/Sherman and Montana/Sheridan intertie and for Highway 101-Sheridan transition.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Included in project.

4. Will there be any persons displaced from their homes, farms or businesses? Yes If so, explain Intertie will pass through present location of Franko Service Station and a portion of OSHD Maintenance yard.

5. Will this project affect any park or recreation facility? NO
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Sherman/Connecticut intersection and Sherman/Virginia Intersection.

2. Proposed Signalization:

Location Sherman/Virginia and Sheridan/Virginia intersections.

Type Full traffic and pedestrian actuated
Phases
Type of Suspension Mast Arm
Interconnected Yes
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Present Illumination and Location: 27,800 lumen fluorescent street lights at 100 feet average spacing on Sherman; 4000 lumen incandescent at intersections on Sheridan.

2. Proposed Illumination:

Location

Type Not in Contract: Street lighting to be provided by PP&L under existing contract with City. 27,800 lumen lights on Sherman to be replaced with 55,000 Lumen Mercury Vapor units same spacing. 21,000 Lumen Mercury Vapor Lights to be installed with 170+ foot average spacing on Sheridan.

V. STRUCTURE DATA

1. Existing Structure:

Location NONE

Type

Size

To Remain in Place?

2. Proposed Structure:

Location Between Sherman/Florida interxection and Sheridan/ Montana Intersection.

Is a particular type of structure and design desired? Retaining Wall

Approximate size of proposed structure

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NO

FOOTNOTES:

Are provisions for illumination desired? Desirable but not essential.

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections This project is contained in the Coos Bay, Oregon Urban Area Topics Plan, identified as North Bend Project No. 1.

2. Applicant's Estimate of Cost for Requested Project:

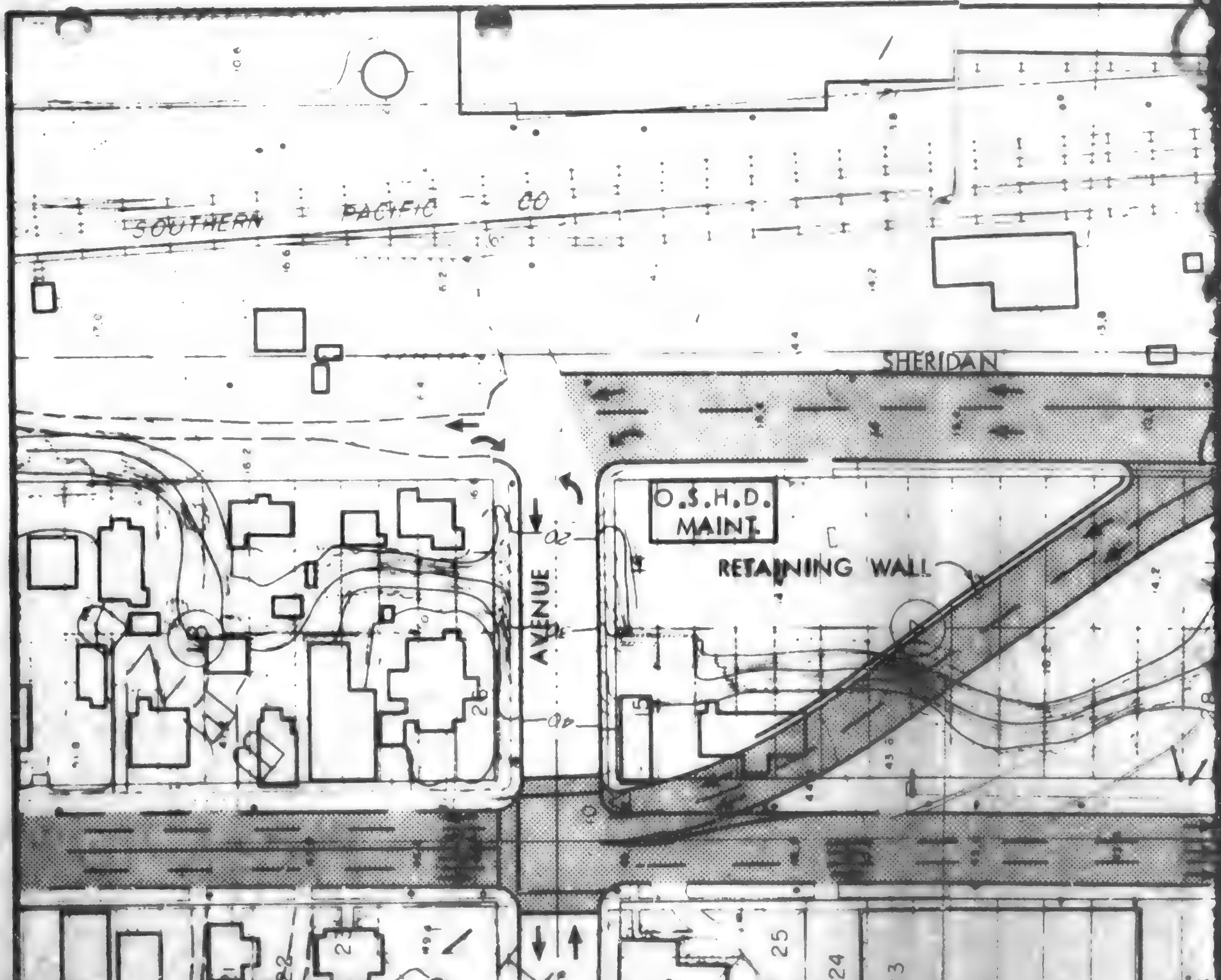
Roadway Work	$120,000.00
Right-of-Way Costs (If participating)	50,000.00
Traffic Control	30,000.00
Illumination	
Structures	
Railroad	
Other Signing, Marking, Illumination	10,000.00
Preliminary Engineering	
PROJECT TOTAL	$210,000.00

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of North Bend
By Alfred Roth Alfred Roth
By City Administrator

County
By
By
By


SOUTHERN PACIFIC CO
SHERIDAN
O.S.H.D. MAINT.
RETAINING WALL
AVENUE
FLORIDA
UNION
AVENUE
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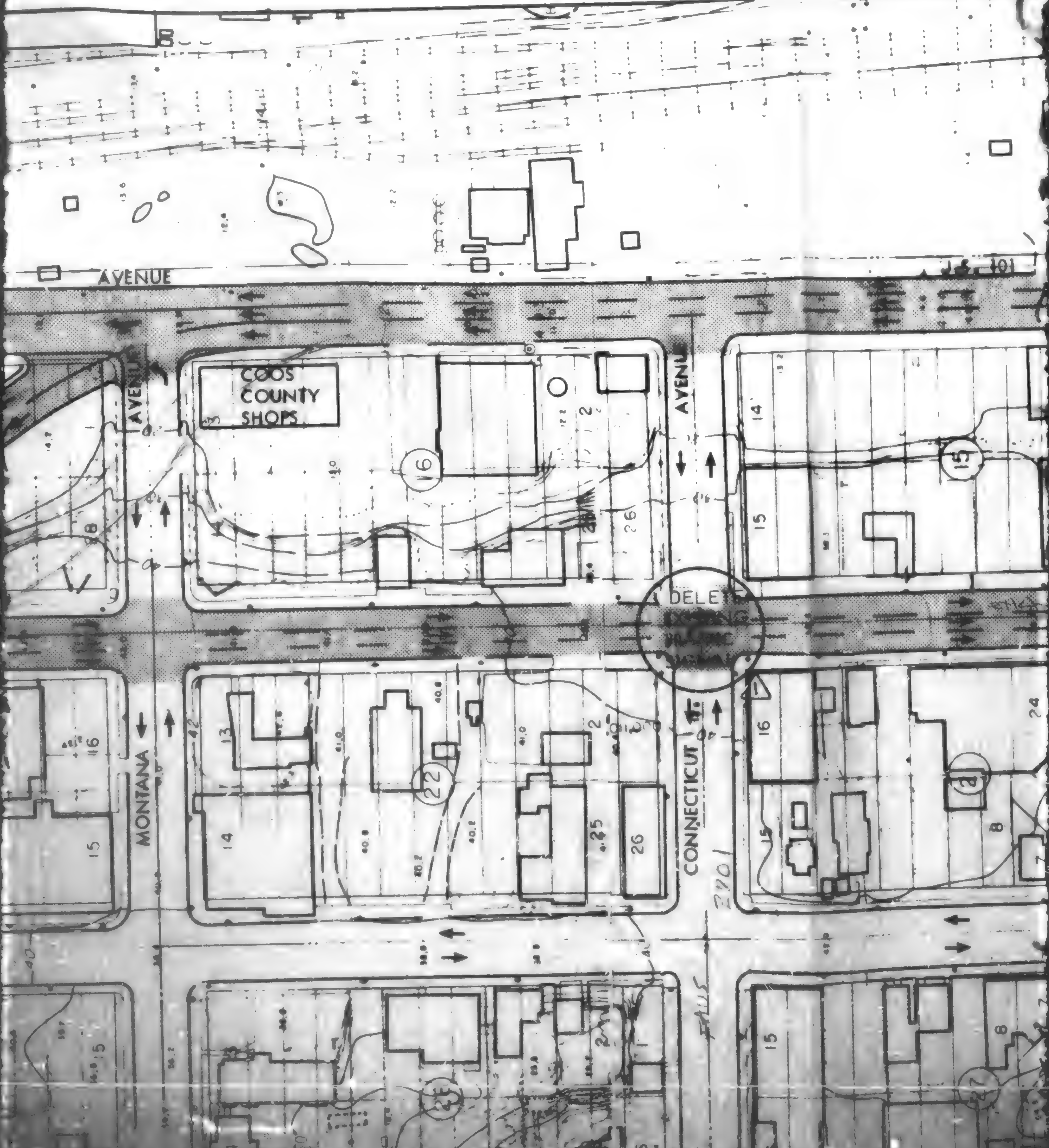
AVENUE
U.S. 101
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SHOPS
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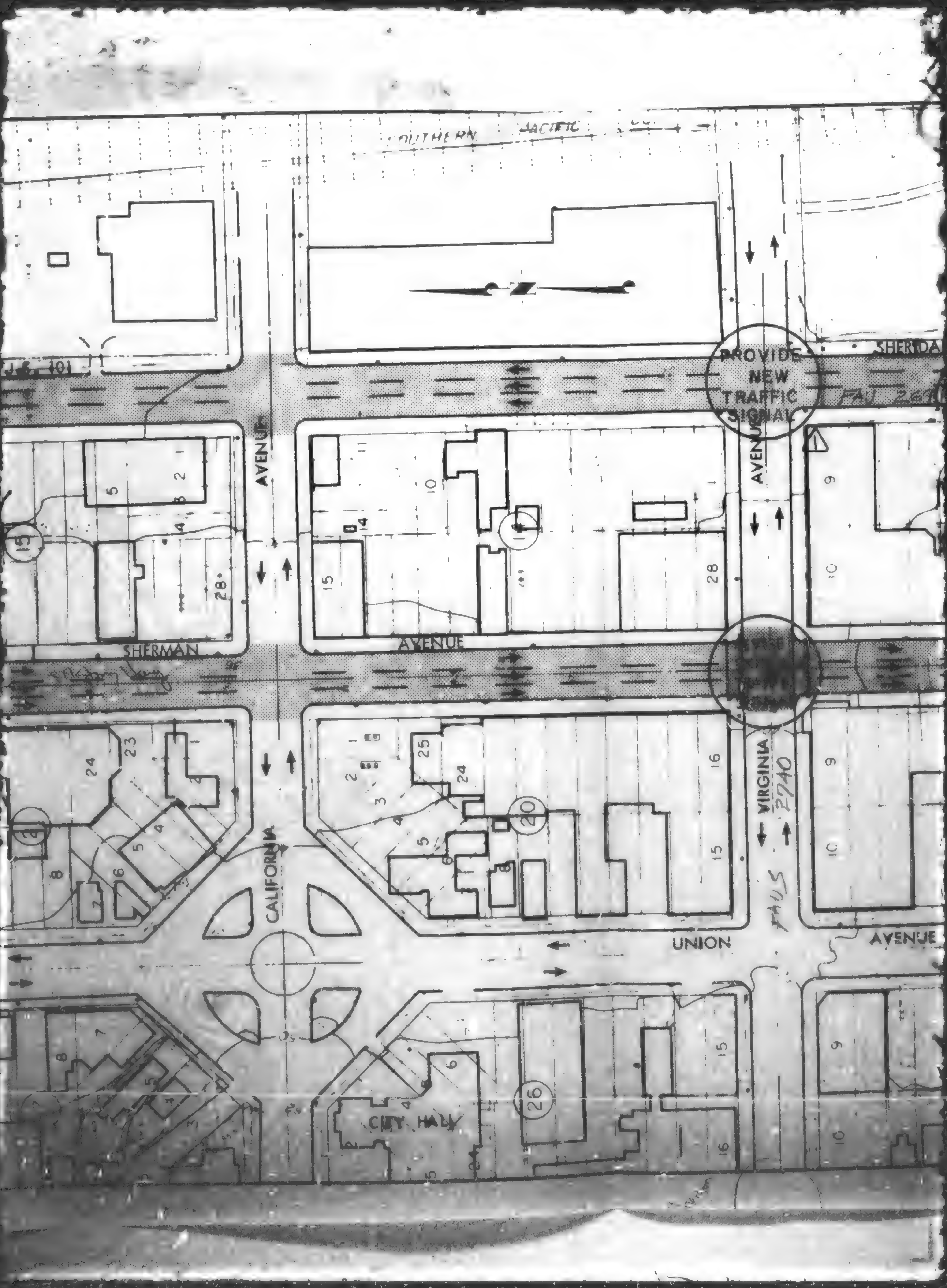
SOUTHERN PACIFIC
U.S. 101
SHERIDA
PROVIDE NEW TRAFFIC SIGNAL
FAU 261
AVENUE
AVENUE
SHERMAN
AVENUE
CALIFORNIA
VIRGINIA
FAUS 2740
UNION
AVENUE
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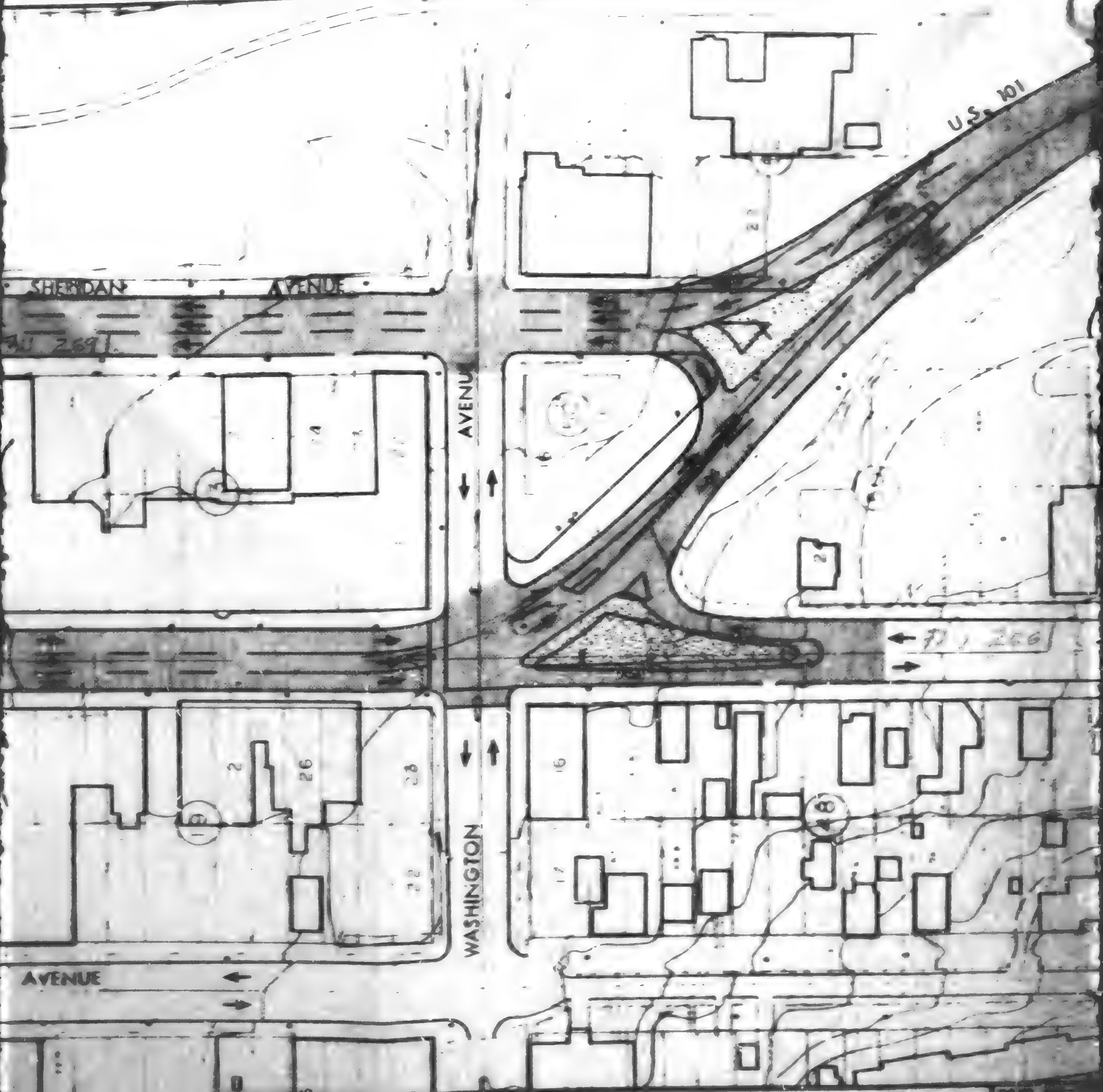


COOS BAY URBAN AREA

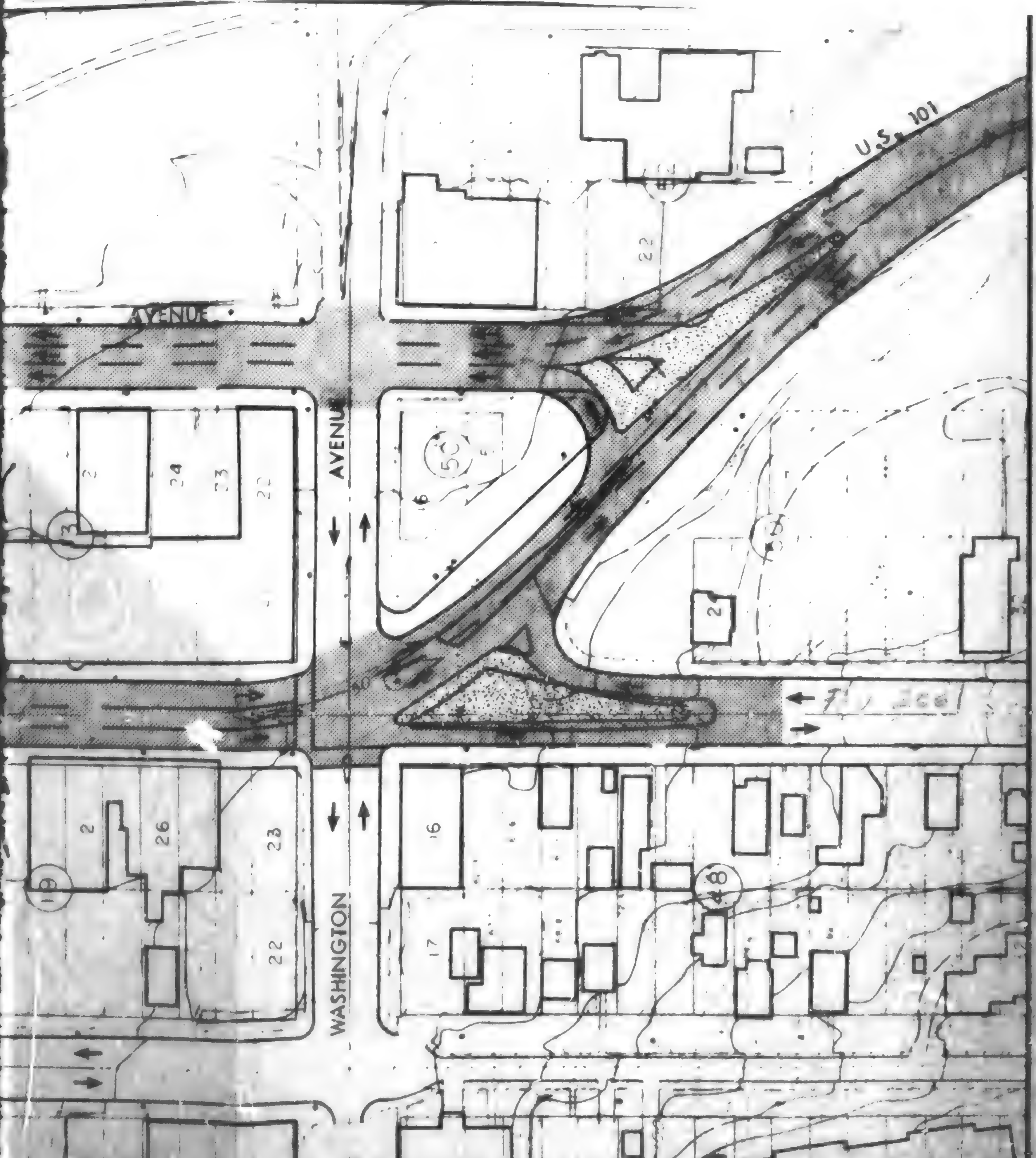
AREAWIDE TOPICS PLAN

NORTH BEND PROJECT NO. 1

SHERMAN-SHERIDAN ONE-WAY COUPLET

FIG. 1

⚠ 10/9/74 NEW SIGNAL VIRGINIA & SHERIDAN, DELETE SIGNAL
CONN & SHERMAN



COOS BAY URBAN AREA

AREAWIDE TOPICS PLAN

NORTH BEND PROJECT NO. 1

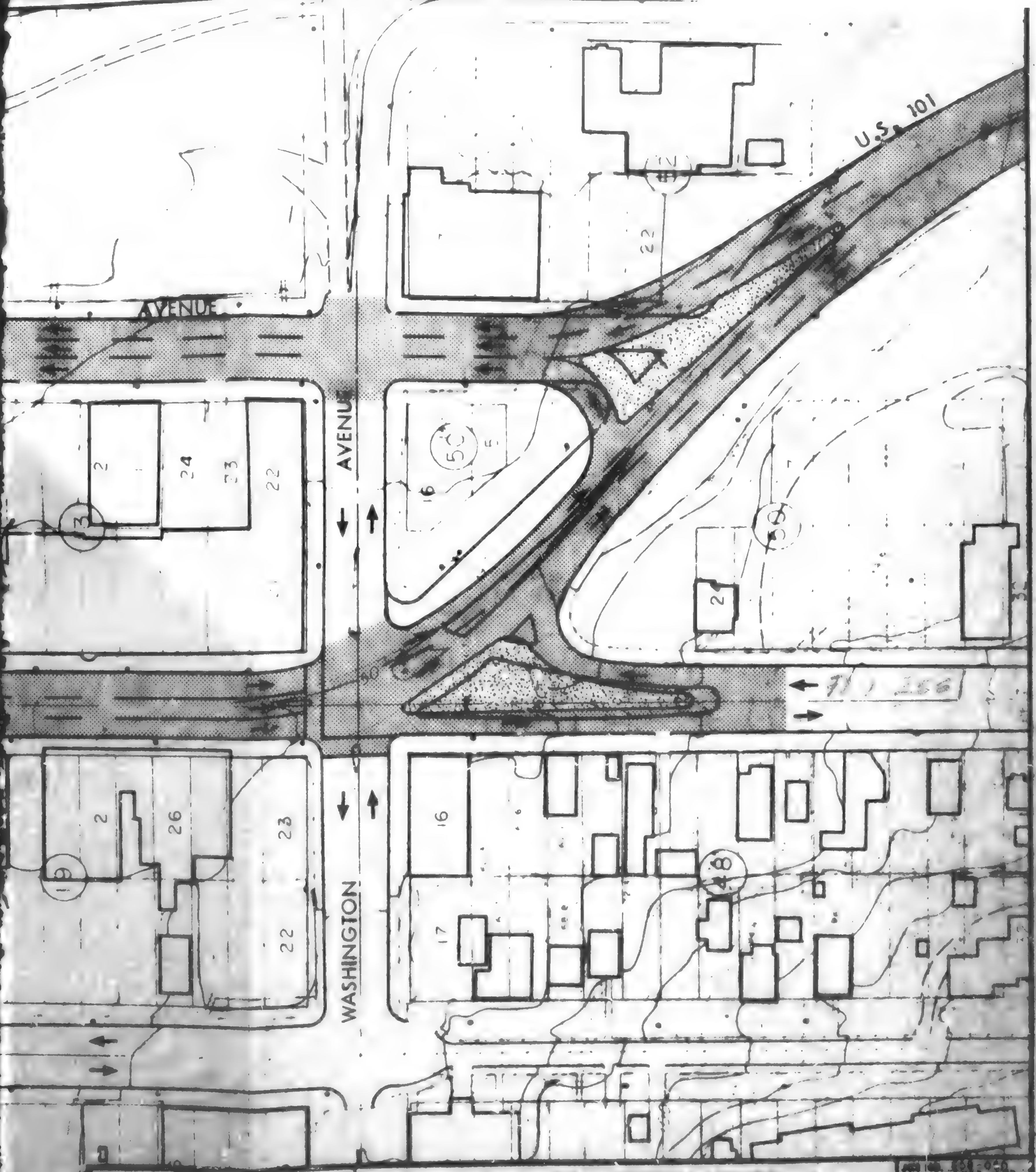
SHERMAN - SHERIDAN ONE-WAY COUPLET

FIG. 11

SEPT. 1973

1" = 100'

△ 10/9/74 NEW SIGNAL VIRGINIA & SHERIDAN, DELETE SIGNAL CONN & SHERMAN



COOS BAY URBAN AREA

AREAWIDE TOPICS PLAN

NORTH BEND PROJECT NO. I

SHERMAN - SHERIDAN ONE-WAY COUPLET

JOB NO. [illegible]
DATE SEPT. 1973
SCALE 1" = 100'
DRAWN BY R.A.T.
CHECKED BY
APPROVED

FIG. 11

1 10/9/74 NEW SIGNAL VIRGINIA & SHERIDAN, DELETE SIGNAL CONN. & SHERMAN

1073

COOS BAY, OREGON CENTENNIAL
1874-1974

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

September 27, 1974

Mr. Al Roth
City Administrator
City of North Bend
North Bend, Oregon 97459

Dear Al:

As a follow-up to your recent letter concerning the Urban Area Highway System priority, we will back the City of North Bend on the development of a one-way grid on Highway 101 as the initial project to be undertaken with the 1973 Highway Act appropriation. While we agree that the apparent No. 1 priority is the completion of State Route 240, Glen Clark's recent assessment of its cost, $662,000, puts it beyond next year's reach. Let us know of ways in which we can assist you in your undertaking of the Sherman-Sheridan one-way couplet project through North Bend.

Cordially,

Dick

Richard L. Kahanek
City Manager

enc.

9073

N. Bend
G.C.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 5, 1970

Mr. Arsenal Barnett
City Recorder
Box B
North Bend, Oregon 97459

Dear Mr. Barnett:

Re: Proposed Zone Change
Sherman Ave.-Sheridan Ave. (North Bend) Section
Oregon Coast Highway, Coos County

The Oregon State Highway Division has reviewed your notice of a public hearing to rezone from R-M to C-L, Lots 6 to 15 inclusive, Block 23, town of North Bend.

Since the proposal will have no effect upon highway projects in the area, we have no objections to the proposal.

Thank you for bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
N. S. Cox

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1970
☐ ENGR. ☑ COOR. ☑ [illegible] ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

7073

N. Bend
3-14-67 Agree
④ proposed Couplet

NOTED
H. S. COX

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 16, 1970

Mr. John Isadore
City Manager
City of North Bend
City Hall
North Bend, Oregon 97459

RECEIVED
JUN 17 1970
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Isadore:

Reference is made to your visit to me today concerning highway projects in the city of North Bend. There were two projects in particular under discussion and I will handle them separately.

The first project was the proposed West City Limits of North Bend to Lewis Street Section of the Cape Arago Secondary Highway. As I advised you, we have now received design approval from the Bureau of Public Roads which allows us to proceed with writing property descriptions and immediately following up with the necessary appraisals and eventual purchases. We are actively preparing these descriptions and expect to have them completed in about two weeks. Our Right of Way Department informs me that they can begin their work soon after they receive the descriptions and that they would hope to complete the purchases by next summer. Contracting will follow as soon as sufficient funds are available.

Agree

The second project we discussed was the proposed couplet for US101 through North Bend. As you know, we have done considerable studying of the possibilities for this proposal. Your City Council recently determined that its first choice was for the northbound leg of the couplet to occupy a portion of Sheridan Avenue rather than using Union Avenue as had been proposed by the State Highway Division. We will continue to work on this problem to see if a suitable solution can be reached. However, even if a solution is found, I do not anticipate that the State Highway Division will be in a position to fund this proposal for some time.

File this
#4 Status

NOTED
[illegible]

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
H. S. Cox
D. J. Barbee
C. T. Keasey

FBK:srb

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

9073

FORM E-30 50M 10-68

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 20, 1969

N. Bend
Downtown Couplet
via Sheridan & Sherman

SUBJECT:

To: Mr. H. S. Cox
County-City Engineer
BUILDING

file

Item No. 2 in your memo of March 3 concerning a meeting with North Bend officials contained a reference to the downtown couplet.

Possibly the best way to handle this is to just let it die without any further communication with the City. At any rate, that is exactly what I would like to do and I will leave it up to you to decide the proper course of action.

F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

NOTED
HAROLD
REYNOLDSON

RECEIVED
MAR 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aronsmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

9073

MEMO TO THE FILES:
March 3, 1969

MGR. CITY ENGR.

Tuesday, February 25, 1969, I met with John Isadore, Donald Harpe and the North Bend Chief of Police in the City Hall at North Bend.

#1

The first problem discussed was improvement of Cape Arago Highway #240 from Lewis Street to North Bend city limits. Mr. Isadore felt that this project should be priority #1. He further stated that the City has their share of money available and are ready to go. Two items are of primary concern to the City - 1) City desires that the intersection of Newmark and Broadway be an intersection, and that the course presently being used be abandoned. Broadway, to the south of this intersection, and Newmark, to the east, have been improved by the City and it is their feeling that a signal controlled intersection is less hazardous than the present traffic scheme. 2) Southwestern Oregon Community College is situated just westerly of the North Bend city limits on Newmark (Cape Arago Highway), and they are most anxious to get a deceleration lane to their rear entrance (most easterly entrance). This deceleration lane would start within the North Bend city limits and reach full width at approximately the city limits. The college has plans drawn for this widening, and Mr. Isadore asked if he should advise them to submit such plans. I advised against this and suggested that we would contact them at the proper time. The City would like to be advised when this project might be constructed and the cost thereof.

C #2

file this →

The downtown couplet was next under discussion. I did all possible to cool this one explaining that the Arago Highway project would likely be all we could handle financially. Another complication to the use of Union Avenue is the hospital. They are strongly opposed for use of Union Avenue as a couplet.

C #3

Mr. Isadore and Mr. Harpe then made their pitch on Simpson Wayside and the industrial road proposal. My contribution to this consisted mainly in listening. I did, however, venture that a $150,000 contribution seemed pretty steep (refer to correspondence). Their proposed typical section would consist of two 12' travel lanes with 4' shoulders. Their next proposal will probably be for State to build (or participate) that portion on State right of way.

#4

The Police Chief commented on the effectiveness of the flashing light southerly of Washington Avenue (north-bound lane) and the sign advising of signals ahead. He would like to see such a device and sign installed for the south-bound lane in the vicinity of Montana and Sherman. They feel that this is the most effective means of slowing the south-bound traffic.

NOTED
HAROLD
[illegible] HOLDSON

The remainder of the meeting was mainly gripes - such as delays in answering letters, etc. They contend that all cities are not treated equally, and indeed other cities have advised them to go directly to their legislators or the Highway Commission.

I advised the city officials that all the points that were discussed would be brought to the attention of top Highway Department personnel.

NOTED
[illegible] C. HOLMES

H. S. Cox
County and City Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
C. T. Keasey
L.P. Shaw
L.H. Young
D.J. Karbee

HSC:eb

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
DON HARWELL

7073

N. Bend, Hwy 9
Simpson Wayside

X-Ref: 3/14/67 Coop Const Agree
Lewis St. To C.L.
Cape Arago Hwy 240

X-Ref: GC, Hwy 9 (Sherman Ave
Sherman Ave-Sheridan Ave
Couplet

NOTED
H. S. COX

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

File

February 5, 1969

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

RECEIVED
FEB 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Isadore:

Thank you for your letter of January 30 concerning the problems in North Bend.

I am forwarding the entire file to Mr. Cox of our County and City Division. I am sure he will be in touch with you in due course of time.

SCC
FBK
TE
LPS

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Lloyd Shaw (enc.)
Victor D. Wolfe
F. B. Crandall (enc.)
H. S. Cox (enc.)

NOTED
DON HARWELL

9073

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

January 30, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTENTION: Tom Edwards, Asst. State Highway Engineer

Gentlemen:

I am enclosing copies of correspondence with your department dating back to 1965 in regard to Simpson Wayside. The latest is your letter dated January 2, 1969 in regard to state participation in the intersections of an industrial street entering state highway 101 at that location.

Due to the ever increasing volume of traffic on 101 and especially heavy traffic -- chip trucks, cement trucks, logging trucks, etc. that are using the south approach to the industrial park under McCullough Bridge and are forced to make left-hand movements coming from the north or going to the south, it appears that a critical safety factor could be eliminated if some attention by the State or further review could be given to the plan submitted by Mr. Harpe to your staff. Or, perhaps a discussion by your field personnel with the industrial users at this location could provide you with pertinent facts that would allow your reconsideration of our request for State participation in intersections which would eliminate all left turn movements at this point.

agree. OK

Needless to say, the City of North Bend has also indicated to your staff its interest in widening Cape Arago secondary from its present terminus as four-lane highway at Lewis Street within our City limits to our west City limits and have signed, approximately two years ago, an agreement to participate with the State on a 25-75% matching basis.

4t Transfer

In addition, Southwestern Oregon Community College is vitally interested in this project and willing to participate to some extent to relieve a growing congestion

BEAUTY SPOT OF THE OREGON COAST

file

problem at the westerly City limits.

The City Council, after lengthy Planning Commission meetings and Citizens Advisory meetings went on record favoring a one-way grid-- the Sheridan-Sherman route -- after your personnel surveyed a one-way grid system for Sherman Avenue; however, since our letter to your department concerning this choice, we have heard nothing further on this matter from your department.

Needless to say, due to the interval of time that has elapsed in each of these instances, I feel it would be beneficial both to your department and to representatives of the City if we could arrange a meeting at your convenience in the next several months to discuss these matters and go over them in detail with you.

$

I realize at this time, due to the more critical problems facing you and your department, that this meeting must necessarily be deferred until such time as it would be more feasible for you to meet with us.

Any consideration or suggestions you may have to offer in these matters will be sincerely appreciated.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI/k

cc: City Engineer
Mayor and City Council

RECEIVED
FEB 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

9173

N Bend
Proposed Couplet
Union- Sherman
or Sherman- Sheridan

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

May 15, 1968

RECEIVED
MAY 15 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. John F. Isadore
City Administrator
City of North Bend
City Hall
North Bend, Oregon 97459

Dear Mr. Isadore:

In reference to your May 3 letter and related correspondence on the proposed alternate couplet plan within North Bend, you advise that a unanimous choice of all city officials was the Sheridan-Sherman Avenue proposal. Our preference was for the Union-Sherman Avenue proposal based on costs as well as characteristics of alignment, grades, et cetera.

$310,000 + = 3/68
$230,000 = 3/68

You also advised us that the City feels it is in no position to enter into the proposed project on a monetarily cooperative basis. As you know, the State is also in no position to proceed with this project (with or without your help) in the near future. Under the circumstances, I am deferring any further action on this project for the time being. We will keep it in our active file and bring it up again when our financial picture is clearer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
C. T. Keasey (w/enc.)

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Sherman Ave - Sheridan Ave Couplt
N-Bend.

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

May 3, 1968

RECEIVED
MAY 6 - 1968
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
Salem
Oregon

ATTENTION: D. N. Harwell
Assistant Engineer, County and City Division

Gentlemen:

I refer to your letter of April 11 and the visit by representatives of your organization on Monday, April 8 regarding an alternate couplet proposal within the city limits of North Bend.

As you requested, the Council and other interested parties met and discussed these proposals and advise of the City's decision in this regard.

Please be advised last evening the Citizens Advisory Committee, Planning Commission, City Council and City staff met in joint session with numerous other interested property owners to discuss the proposals as outlined in your letter and drawing. It was the unanimous opinion of all present that the only acceptable solution was the Sheridan-Sherman proposal.

One possibility came up that was never discussed before, to my knowledge, and that was the possibility of widening Sheridan to its full width, which is an 80 foot right-of-way to accommodate a heavier traffic load. If it is possible, we would appreciate your investigation of this proposal and your reply.

I have been instructed by the City Council also to inform you that they are unanimous in their feeling that this project should not be a City-shared project, but rather a project completely borne by the state as has been done in several instances in other cities

NOTED
DON HARWELL

cc: Klaboe-Keasey

recently. Their feeling is that Sherman Avenue was a dedicated City street and was taken over by the State Division of Highways as Highway 101 without cost to the state. Since that time, we have shared in the cost of signalization at each intersection within our City, the widening of Broadway, and various other City-State projects. This proposal is primarily for the benefit of the State Highway and will undoubtedly work a hardship upon many property owners without the additional burden of the 25% cost factor.

It appears to the Council that, at best, this is a stop-gap measure until a permanent relocation of Highway 101 is made at sometime in the future by the State Division of Highways.

I trust this is the information which you seek; however, if you have further questions in regard to this matter, please feel free to contact this department.

Sincerely,

John F. Isadore

John F. Isadore
City Administrator

JFI/k

North Bend
Proposed Couplet

NOTED
[illegible] S. CO[illegible]

April 11, 1968

Mr. John Landore
City Administrator
City Hall
North Bend, Oregon 97459

Dear Sir:

Pursuant to our discussion of Monday, April 8, with various North Bend city officials and others, you requested a copy of the map regarding our alternate couplet proposal, utilizing either Union and Sherman Avenues or Sheridan and Sherman Avenues within the City of North Bend.

It is our understanding that the City will discuss this matter and reply in writing as to the most desirable route from City's standpoint.

We wish to emphasize that the proposed project is being considered as a cooperative project with costs to be borne on the basis of 25% by City and 75% by State; and it is apparent construction would be some two to five years hence, based on availability of funds, possible public hearing, acquisition of right-of-way, etc.

The tentative estimate of cost for the Union-Sherman Avenues proposal is approximately $[illegible]30,000 to $[illegible]60,000; the alternate Sheridan-Sherman Avenues proposal is estimated to cost approximately $315,000 to $325,000.

We trust this data will suffice for your needs and await your decision and reply. Please feel free to contact us if any questions arise.

Very truly yours,

Forrest Cooper
State Highway Engineer

D N Harwell

By: D. F. [illegible], Assistant Engineer
County and City Division

bc: Forrest [illegible]
R. L. [illegible]
[illegible]
Victor [illegible]
F. [illegible]
[illegible]
[illegible]
[illegible], Map

NOTED
P. B. [illegible]

NOTED
[illegible]
REYNOLDSON

NOTED
R. H. [illegible]

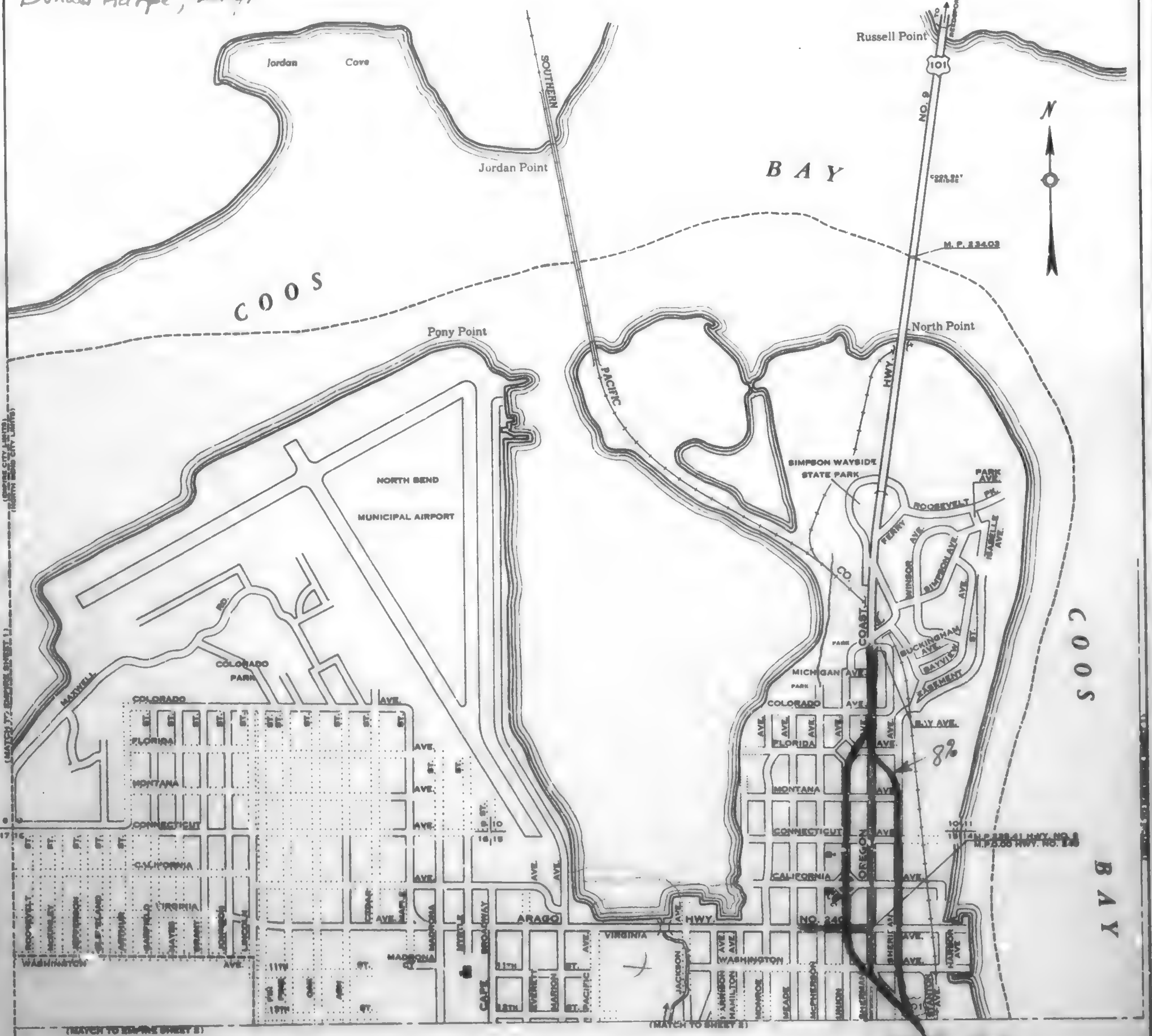
NOTED
ARTHUR C. HOLMES

NOTED
RICHARD UNREIN

John [illegible] Mayr [illegible]

~~Ray Goebel, Engr.~~

Donald Harpe, Engr



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits.

NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

Thousands

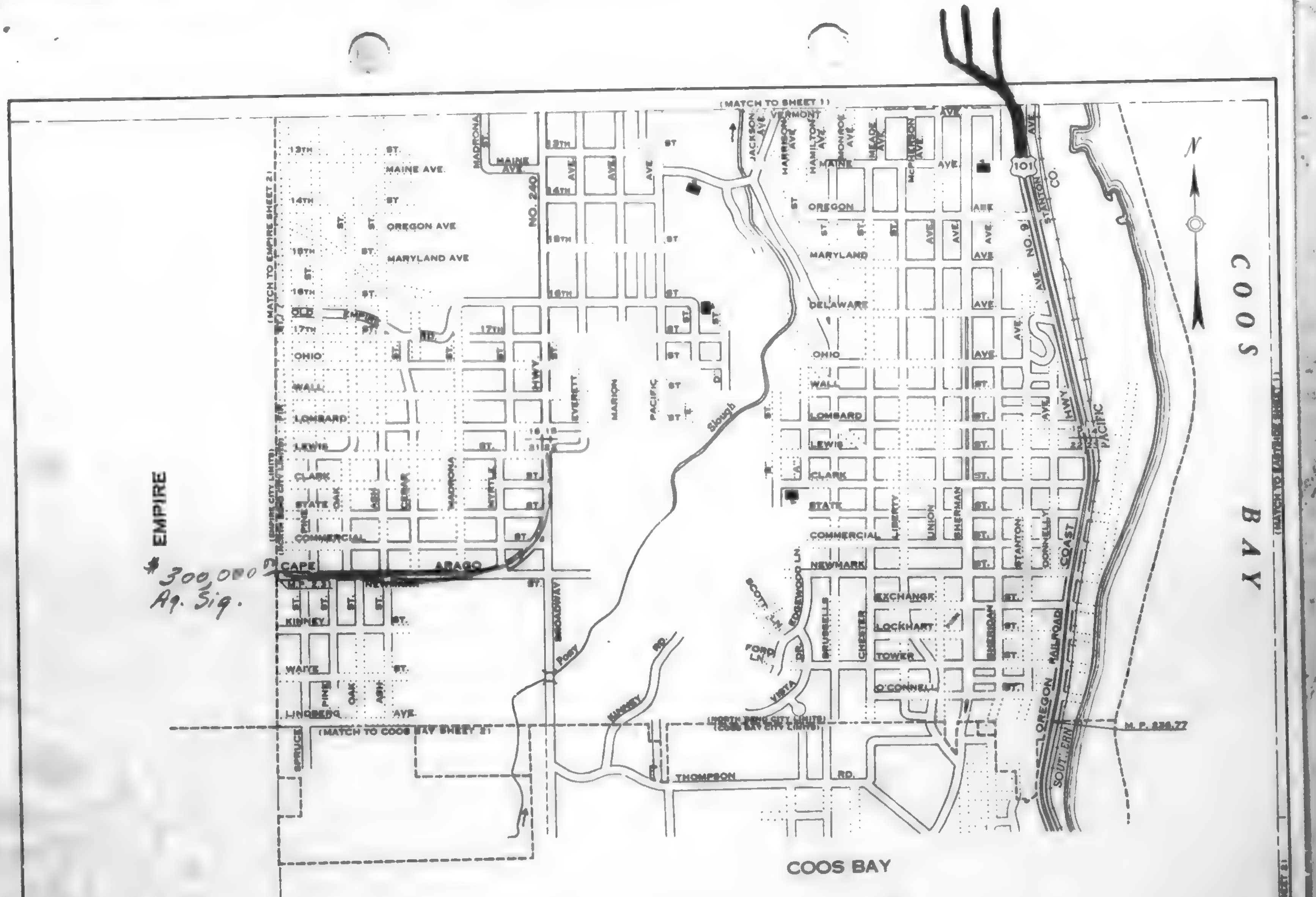
▬ #315 - 325 Sherman - Sheridan (East)

▬ 230 - 240 Sherman - Union (West)

2-5 yrs hence for const./auth. funds

April - 68

NOTED
RON HARWELL



$300,000?
Aq. Sig.

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
[redacted]
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,723

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

9073

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Sherman Ave. - Union Ave. (Couplet) Unit
Highway Oregon Coast County Coos Prefix 6-1463
Length .74 mi. Designer Roberts Draftsman Date 3.29.68
Signed Title

Grading & Drainage	$ 11,284 –
Surfacing	$ 77,633 –

Extra Work

Traffic Signals	$ 10,000 –
Signing	2,500 –
Seeding & Mulching	425 –
Flagging	5,000 –
Striping	500 –
Utilities, Water	6,500 –

PRELIMINARY COPY
SUBJECT TO CHANGE

Total Extra Work	$ 24,925 –
TOTAL	$ 113,842 –
+ 20% Engineering and Contingencies	$ 22,768 –
	136 610

Structures

	$

Total Structures	$ –
Right of Way	$ 92,100 –
Total Estimated Cost	$ 228,710 –

230,000

OR ON STATE HIGHWAY DEPARTME T
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Sherman Ave. – Virginia Ave (complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .74 mi. Designer Roberts Draftsman Date 3, 29 '68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All	—				500 —
Trench Exc.	Cu. Yd.	53	7	60	3.50	210 —
General Exc.	Cu. Yd.	2,680	270	2950	1.75	5,163 —
Overhaul	C-Yd. Sta.	118	12	130	0.40	52 —
Finish. Rdbed & Slopes	Mile	.38	—	.38	1,200.00	456 —
Rounding Cutbanks	Lin. Ft.	150	15	165	0.25	41 —
Prep. of Old Rdbed	Mile	.40	—	.40	250.00	100 —
Watering	M-Gal.	90	10	100	3.50	350 —
12" Conc. Sewr. Pipe	Lin. Ft.	217	23	240	3.75	900 —
Extra for pipe under Pavmt.	Lin. Ft.	178	17	195	3.50	683 —
Type "A" Manhole	Each		1	2	300.00	600 —
Type G-1 Inlets	Each		1	9	130.00	1,170 —
Adjust Manholes	Each	8	1	9	75.00	675 —
Remove Conc. Islands	Sq. Yd.	260	26	286	1.00	286 —
s Type "C" Conc. Curbs	Cu. Yd.	115	15	130	50.00	6,500 —
s Conc. Walks	Sq. Yd.	373	37	415	4.00	1,660 —
Removal of Conc. Drives	Sq. Yd.	119	11	130	0.75	98 —
s Conc. Driveways	Sq. Yd.	139	14	153	4.75	727 —
s Coarse Matl. in Base	Ton	3380	340	3720	4.50	16,740 —
s Plant Mix Bit. Base	Ton	689	69	758	9.25	7,012 —
s Asph. in Plant-Mix	Ton	31	3	34	37.00	1,258 —
s Class "B" A.C.	Ton	3320	332	3652	9.50	34,694 —
s Asph. in A.C.	Ton	184	18	202	37.00	7,474 —
s Tack Coat	Ton	3	1	4	75.00	300 —

Total 87,649 —

PRELIMINARY COPY
SUBJECT TO CHANGE

OR ON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

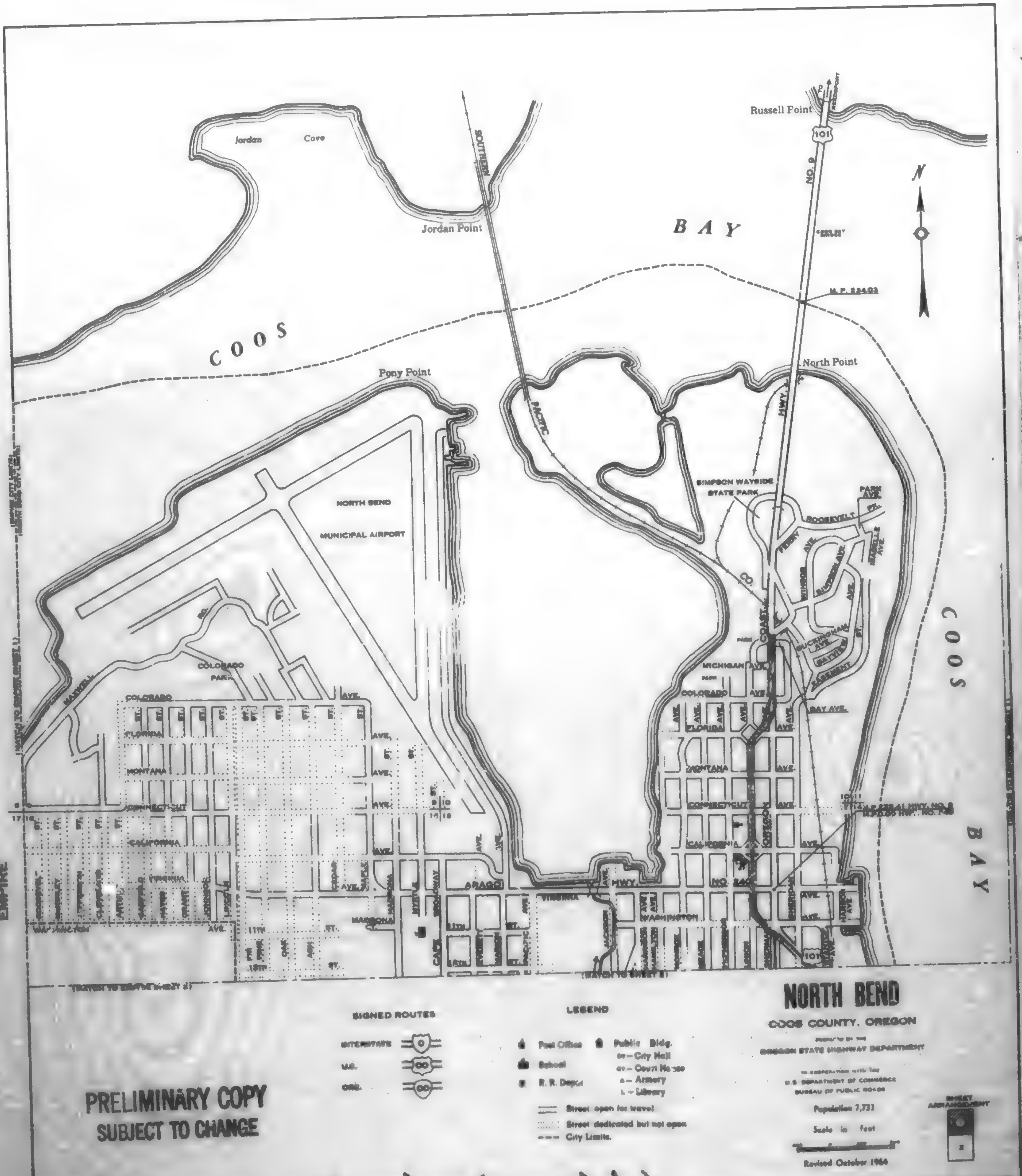
Section Sherman Ave. - Union Ave (Complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .74 mi. Designer Roberts Draftsman Date 3-29-68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
s Aggr. in Prime Coat	Cu. Yd.	33	3	36	6.00	216 —
s Asph. in Prime Coat	Ton	6	1	7	60.00	420 —
s Extra for A.C. Traffic Markers	Lin. ft.	420	42	462	1.00	462 —
s Guide Posts Y-2	Each	18	2	20	8.50	170 —

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 88,917 —



NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

SHEET 1 OF 2 SHEETS

Sherman – Union (complete)

9073

1-12-68

Jan 68

North Bend

DIVISION OFFICE SUPPLEMENTAL REPORT

This project is submitted with four alternates. Description, discussion, and recommendation are included in the attached letter by Carl Williams. A safety improvement inventory report on Virginia Avenue between Sherman and Meade Avenues by Glen Clark is resubmitted. (Report attached).

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 12, 1968

SUBJECT: Sheridan-Sherman Couplet
North Bend
Oregon Coast Highway

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Division is submitting the location data covering the subject couplet. By your direction, Division also submits a proposed alternate; i.e. a Sherman Avenue-Union Avenue Couplet.

With this letter I wish to discuss two other alternate plans also studied.

1. Sherman Avenue Overlay

The existing route of US 101 is Sherman Avenue, 52 feet wide with parking on both sides. The accident count is high because of the substandard lanes and substandard parking area.

Proposal: Remove all parking from the street and overlay. This would permit a half width of 1 ft. median, 12 ft. inside lane, and 13 ft. outside lane.

Estimated Cost: $24,000

2. Sherman Avenue-Widening and Overlay

The street would be widened to 64 ft. The half width would have 1 ft. median, 11 ft. inside lane, and 12 ft. outside lane and 8 ft. parking area.

Estimated Cost: $80,200

3. Sherman-Sheridan Couplet

See location data.

Estimated Construction Cost	$130,819		const 180,000 -
Estimated Right of Way Cost	130,353		RW 130,000 +
TOTAL	$261,172	320,000	310,200 Mar-68

4. Sherman-Union Couplet

See Location Data plus aerial photo.

Estimated Construction Cost	$103,488
Estimated Right of Way Cost	92,115✓
TOTAL	$195,603

235,000

138,000± Const
92,000+ RW
230,000
Mar-68

Virginia Street is perpendicular to this couplet and is used as a two-way street carrying the Cape Arago Highway. The accident problems are similar on Virginia Street with parking on both sides and substandard pavement widths. Division proposes a couplet for the Cape Arago Highway. This would utilize Virginia (eastbound) and California Street (westbound). This couplet would begin at Sherman and end at Monroe at the present. The North Bend City Administration indicated a future development that would fill Pony Slough to the west. When this was accomplished, it would be possible to extend the Cape Arago Couplet to Broadway Avenue.

If we incorporated the California-Virginia Couplet with the Sheridan-Union Couplet, the additional present cost for sidewalks, signals and curbs would be $20,797. Total cost - $216,400.

DISCUSSION:

Alternate No. 1 is attractive from a through traffic standpoint and would be adequate for years to come. I am sure North Bend merchants would not and could not develop enough off-street parking to compensate for the street parking.

Division does not recommend Alternate No. 1.

Alternate No. 2: The 8 ft. parking is substandard as well as the 11 ft. interior lane. To widen any further would narrow the sidewalk below reasonable width.

Division does not recommend Alternate No. 2.

Alternate No. 3: The Sheridan-Sherman Couplet would require a sharp vertical rise for northbound traffic, especially trucks. Sheridan is presently developed as waterfront property with light industry and similar development.

Division does not recommend Alternate 3 because of cost factor and undesirable vertical alignment.

Alternate No. 4: The Sherman-Union Couplet has good grade characteristics. It passes through a commercial part of downtown North Bend. It can be incorporated easily into a four-way couplet system. It would help revitalize a dying downtown area and still accommodate through traffic adequately. There would be three lanes of traffic in each direction instead of two.

Division recommends Alternate No. 4. Division further recommends that the California-Virginia Couplet for the Cape Arago Highway also be included in the project.

Carl M. Williams

CARL M. WILLIAMS
Assistant Division Engineer

CMW/cw

COST ESTIMATE

Alternate No. 4
Sherman-Union Couplet
(including California-Virginia Couplet)

Construction Costs (see Locating Engineer's Cost Estimate)	$103,488
Right of Way Costs " " " " "	92,115

Cost of additional details including incorporation of California-Virginia Couplet as per design shown on aerial photo

Traffic Signals * (extra above $10,000 already estimated)	9,000
Remove existing pavement, 2,750 sq. yds. at $1.00	2,750
Construct Type "C" Curb, 100 cu. yds. at $50.00	5,000
Construct Concrete Walks, 675 sq. yds. at $4.00	2,700
Furnish and place topsoil, 475 cu. yds. at $2.30	1,092
Seeding and mulching, 0.3 acre at $850.00	255
TOTAL	$216,400

* Traffic Signal Cost Breakdown:

Intersection of Union-California Streets	$6,500
Intersection of Union-Virginia Streets	6,500
Sherman-Union Connection	6,000
	$19,000

9073

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Sherman Ave. - Sheridan Ave. (complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .78 Designer [illegible] Draftsman Date 3.29'68
Signed Title

Grading & Drainage		$ 27,792—
Surfacing		$ 108,179—
Extra Work		
Seeding & Mulching	$ 350—	
Salvage Signs	500—	
Signing	2,500—	
Flagging	5,000—	
Striping	500—	
Utilities, water	5,000—	
Total Extra Work		$ 13,850—
TOTAL		$ 149,821—
+ 20% Engineering and Contingencies		$ 29,964—
Structures	$	
Total Structures		$
Right of Way		$ 130,400—
Total Estimated Cost		$ 310,185—

315,000 up

PRELIMINARY COPY
SUBJECT TO CHANGE

ORI ON STATE HIGHWAY DEPARTME
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Sherman Ave - Sheridan Ave. (Couplet) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .78 mi. Designer Roberts Draftsman Date 3.29.68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					1,500—
Trench Exc.	Cu. Yd.	124	12	136	3.50	476—
General Exc.	Cu. Yd.	7,817	783	8600	1.50	12,900—
Overhaul	Cu.Yd.Sta.	657	63	720	.40	288—
Remove Conc. Island	Sq. Yd.	96	9	105	1.00	105—
Finishing Rdbed & Slopes	Mile	.48	—	.48	1,200—	576—
Watering	M-Gal	113	11	124	3.50	434—
Pavement Removal	Sq. Yd.	4,888	492	5,380	.75	4,035—
Extra for pipe under pavmt.	Lin. ft.	230	23	253	3.50	886—
12" Conc. Sewer Pipe	Lin. ft.	540	54	594	3.75	2,228—
Type G-1 Inlets	Each	11	1	12	130—	1,560—
Type 'B' Manhole	Each	[illegible]	1	2	375—	750—
Reconstruct Manhole	Each	3	1	4	150—	600—
Adjust Special Manhole	Each	1	—	1	150—	150—
Adjust Manholes	Each	6	1	7	75—	525—
s Comm. Crushed Base Rock	Ton	6076	61	6,137	4.50	27,617—
s Plant Mix Bit. Base	Ton	1177	118	1,295	9.25	11,979—
s Asph. in Plant Mix	Ton	55	6	61	37—	2,257—
s Class 'B' A.C.	Ton	3566	357	3,923	9.50	37,269—
s Asph. in A.C.	Ton	198	20	218	37—	8,066—
s Tack Coat	Ton	3	1	4	75—	300—
s Prep. of Old Rdbed	Mile	.30	—	.30	250—	75—
Removal of Conc. Drives	Sq. Yd.	155	15	170	.75	128—
s Conc. Driveways	Sq. Yd.	155	15	170	4.75	808—
s Type 'A' Conc. Curb	Cu. Yd.	224	22	246	60—	14,760—

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 130,272—

OR ON STATE HIGHWAY DEPARTME
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 3 Sheets

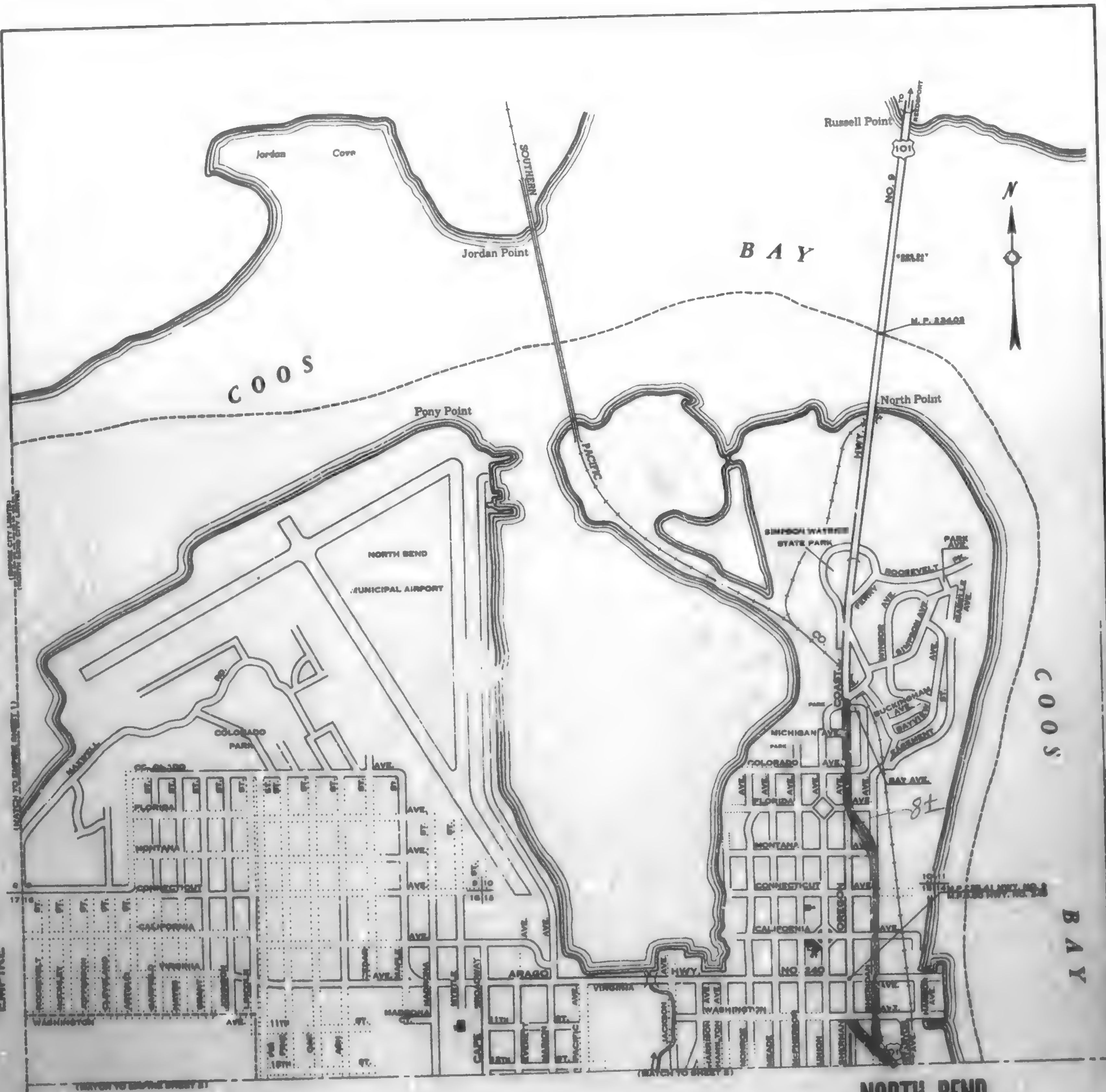
Section Sherman Ave. - Sheridan Ave. (Complete) Unit
Highway Oregon Coast County Coos Prefix 6-1465
Length .78 mi Designer Roberts Draftsman Date 3,27'68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
s Type 'C' Conc. Curb	Cu. Yd.	16	2	18	50–	900–
s Asph. Conc. Traffic Markers	Lin. Ft.	830	80	910	1–	910–
s Guard Rail	Lin. Ft.	625	63	688	3–	2,064–
s " " Ends	Each	6	2	8	5–	40–
s Guide Posts W-1	Each	5	1	6	8–	48–
s Guide Posts Y-2	Each	6	1	7	8.50	60–
Furnish & Place Topsoil	Cu. Yd.	197	20	217	3–	651–
s Aggs. in Prime Coat	Cu. Yd.	56	6	61	6–	366–
s Asph. in Prime Coat	Ton	10	1	11	60–	660–

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 135,971–



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SUBJECT TO CHANGE

SIGNED ROUTES

NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

Sherman - Sheridan (Complete)

7-73

NORTH BEND - COUPLET of 101

Sherman - Sheridan

1- Sherman - south bound (152+00 to Florida Ave)
2- Sheridan - north bound (152+00 to Florida Ave. existing and new connection)
  a- Florida Ave (two-way)
  b- Washington Ave (two-way)
    1- No left turn (Sherman - Washington)
    2- Right turn only (E. Washington - Sherman?)
    3- No left turn - existing (remove Virginia - Sherman)
    4- No right turn (E. Florida - Sheridan)
3- Parking
  a. Eliminate
    1- Sheridan (152+00 to Washington Ave.)
    2- Sheridan (Mid-block between Connecticut - Montana along new connection approx. 100'± north of Florida Ave)
    3- Sherman (147+00 to Washington Ave.)
    4- Washington (Sherman - east to mid block)
    5- Sheridan (Montana to mid block northerly)

Sherman - Union

1- Sherman - northbound (152+00 to Florida)
2- Union - southbound (152+00 to midblock between Florida - Colorado Ave. and new connections)
  a- Florida Ave (two-way?)
  b- Washington Ave (Two-way)
    1- Right turn only (E Washington - Sherman)
    2- No left turn (Sherman - W. Washington)
    3- No left turn - existing (remove Virginia - Sherman)
3- Parking
  a- Eliminate
    1- Sherman (Washington Ave. complex)
    2- Sherman (Midblock between Montana - Florida to Colorado Ave.)
    3- Union (Colorado Ave - Montana Ave)
    4- Union (Virginia Ave - 152+00)

F. B. Crandall
Ud

9673
FORM 8-10 10M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 29, 1967

SUBJECT: Highway Safety Improvement Inventory
of Hazardous Locations
Cape Arago Highway - North Bend
Virginia Avenue-Between Sherman
and Meade Avenues
Hwy No. 240 - MP 0.00 to MP 0.16

To: L. R. Chandler
Division Engineer
OFFICE

RECEIVED
[illegible] 1 1967
TRAFFIC ENGINEERING

The May 1966 Inventory of Hazardous Locations lists the subject location as a high accident section and refers to inadequate signing and traffic control as the hazard. The suggested treatment is updating of signals and signs. The suggested cost is listed as $5,000 and is programed for F Y 1968 to be accomplished by State funds.

The subject section beginning at US101 and extending westerly to Meade Avenue is located in the CBD of North Bend. The pavement is 52' in width with parallel parking on both sides and is striped for four lanes. Thus, the lane width is approximately 9' each. There are intersecting streets every 250'. Traffic signals exist at Sherman (US101) and at McPherson Avenues. The latter was installed April 22, 1965. The horizontal alignment is tangent. The vertical alignment is a crest vertical curve cresting at McPherson Avenue. The 1966 ADT was 9,320 vehicles.

There were 60 reported accidents in this section during the period January 1, 1964 to April 30, 1967. There were no fatalities but 15 persons were injured. There were 21 turning, 14 angle, 10 rearend, 4 side-swipe, 4 pedestrian, 3 parking, 2 backing, one fixed object and one miscellaneous type accidents. The 1966 accident rate was 27.68 accidents per MVM. The 1966 state wide accident rate for urban portions of secondary state highways was 12.24 accidents per MVM.

There is not sufficient width to prohibit curb parking and provide four lanes plus left turn refuges. It would not be practical to widen the pavement to accommodate such a design.

California Avenue parallels Virginia Street one block to the north. This street is also 52' in width and has relatively light vehicular volume. The possibility of establishing a Virginia-California Avenues couplet appears possible and desirable. Parking would be retained, three

NOTED
TRAFFIC CONTROL
ENGR.

adequate lanes in each direction would be provided. Future signalization would not be hampered by the present physical restrictions. Monroe Street would reconnect California to Virginia. No construction would be required. Curb radii are adequate due to the street widths. The base and surface condition would need no improvement.

This one-way couplet could be initiated with minor signing, striping, existing signal head revision and installation of a pretimed traffic signal at the intersection of Sherman Avenue (US101) and California Avenue.

An Authorization for Survey has been approved and the field work nearly completed which could result in a north-south couplet on Union-Sherman or Sherman-Sheridan. Such a couplet would be compatible with a Virginia-California one-way couplet. City officials have a long range plan to fill in Pony Slough enough to accommodate the westerly extension of California Avenue to Broadway. Thus the initiation of the couplet to Monroe Avenue would be a logical first phase.

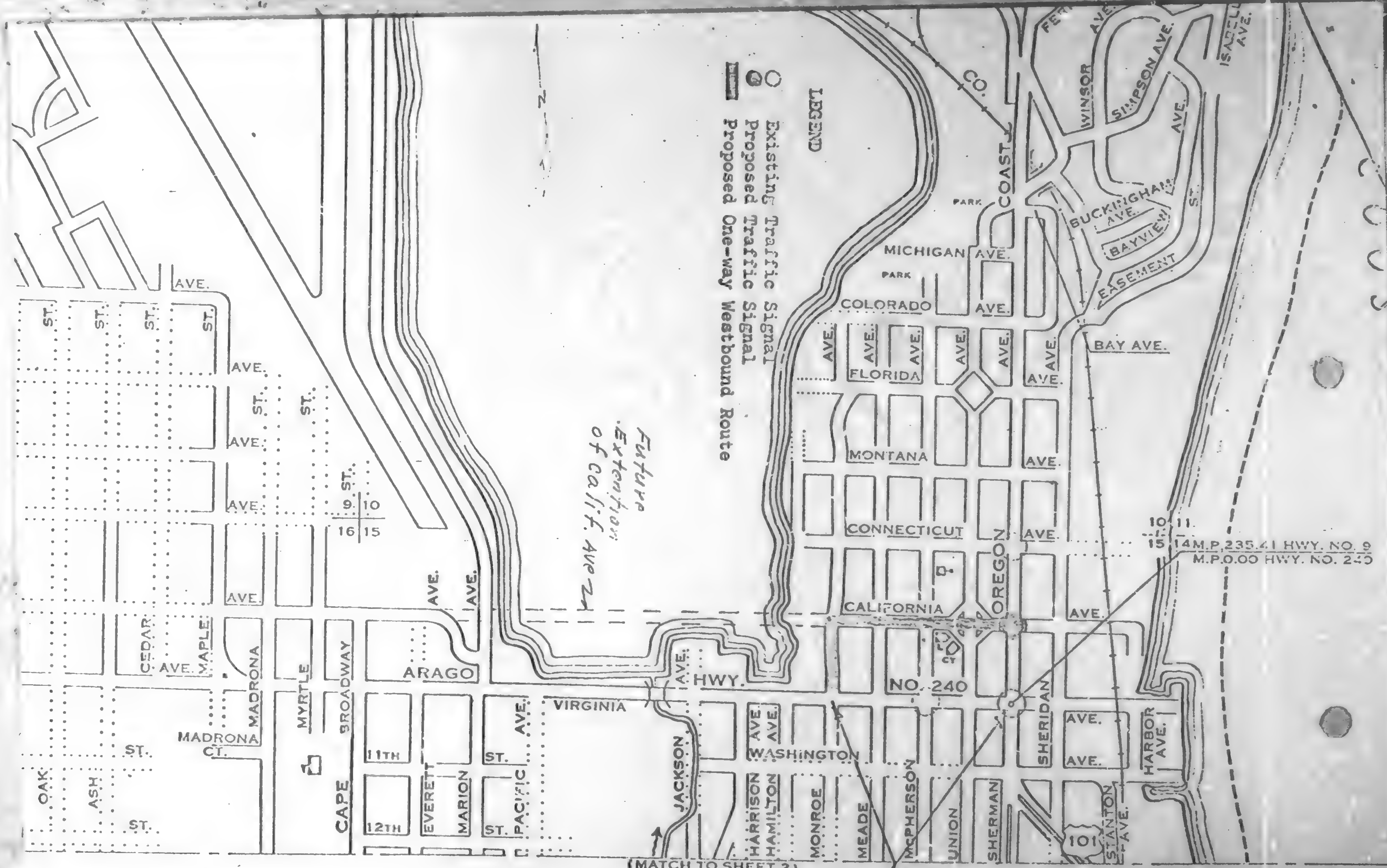
This project would require a traffic signal on US101 at California Avenue which, until a north-south couplet was constructed, would pose a progression problem. To overcome the lack of progression due to the physical location of the intersections, the Virginia and California Avenues signals would be placed on simultaneous operation and a progression between California and Connecticut Avenues designed. It would be anticipated that the left turn south to west would be prohibited at California Avenue on US101 as it now is at Virginia Avenue. This would allow a two phase traffic signal installation. Access to California Avenue from the south would be via Sheridan as at present.

It is therefore recommended that such a couplet be established to relieve the number of conflicting movements on Virginia Avenue intersections, to provide adequate lane widths, to reduce the accident experience, to utilize the capacity of California Avenue and to initiate a traffic pattern acceptable to the City's long range plans. If you so approve by a copy of this letter concurrence should be obtained from the Traffic Division. Negotiations would then be started with the City of North Bend and detail plans produced.

Glen L. Clark
Glen L. Clark
DIVISION TRAFFIC ENGINEER

GLC:cc
cc: F. B. Crandall
George Baker

APPROVED
By
C. M. Williams
ASSISTANT DIVISION ENGINEER



LEGEND

○ Existing Traffic Signal

● Proposed Traffic Signal

▬ Proposed One-way Westbound Route

Section Investigated

NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

SIGNED ROUTES

INTERSTATE

U.S.

LEGEND

Post Office

Public Bldg.

School

CY — City Hall

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

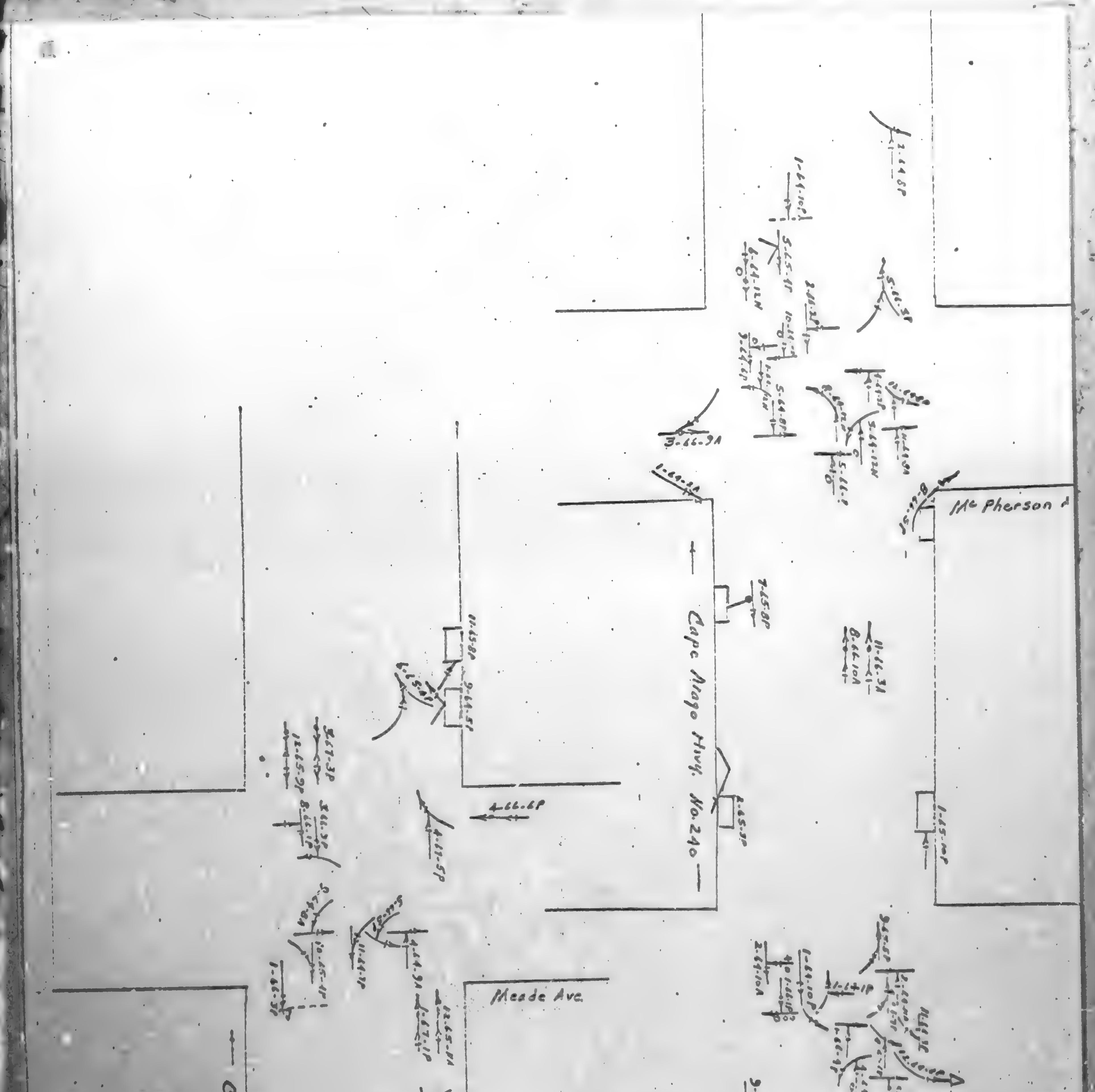
City of North Bend County Coos
Intersection of Cape Arago Hwy. and 50' W. of Sherman Ave. to 50' W. of Alcoda Ave
Highway Number 240
Period Covered 1-1-64 to 4-30-67
Compiled by BL Drawn by ____ Date 6-22-67

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- ←+←+ Collision - Rear-end
- →←○ Collision - Head-on
- ↙↖ Collision - Sideswipe

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←------ Path of Animal
- ←+— Vehicle Moving
- ←●— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭← Improperly Parked
- ←∽∽ Vehicle Overturned
- ←∿∿ Vehicle Skidded

Collision Type	1964				1965				1966				4 Mos. 1967				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		4	5	9						2	3	5						6	8	14
Head-on																				
Rear-end		1	2	3			2	2			4	4			1	1		1	9	10
Sideswipe			1	1			3	3											4	4
Turning Movement		2	8	10			4	4			6	6			1	1		2	19	21
Parking			1	1			2	2											3	3
Non-collision																				
Fixed Object			1	1															1	1
Pedestrian		3		3						1		1						4		4
Backing							1	1							1	1			2	2
Misc.			1	1															1	1
TOTAL		10	19	[illegible]			12	12		3	13	16			3	3		13	47	60


Mc Pherson A
Cape Arago Hwy. No. 240
Meade Ave.
Union Ave.
Cape Arago Hwy. No. 240

9C73

12-28-66

North Bend

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Prefix No. 6-1465

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

ADDENDUM "A" TO LOCATION PROSPECTUS
SHERMAN AVENUE-SHERIDAN AVENUE COUPLET
OREGON COAST HIGHWAY
COOS COUNTY

The following addendum is submitted to correct and revise the location prospectus concerning the Sherman Avenue-Sheridan Avenue Couplet Section of the Oregon Coast Highway.

PARAGRAPH 1 THROUGH 5 : Correct as per original prospectus.

PARAGRAPH 6: Delete paragraph and replace with the following: "44-foot curb to curb street section."

PARAGRAPH 7 THROUGH 12: Correct as per original prospectus.

ATTACHMENT: Remove and destroy; replace with attachment from this addendum.

December 28, 1966
Attachment

cc:
- Forrest Cooper
- F. B. Klaboe
- Victor D. Wolfe
- Tom Edwards
- F. D. Morgan
- L. R. Chandler (3)
- Mark Astrup
- R. N. Chase
- H. S. Cox
- F. B. Crandall
- Frank Hall
- B. S. Hunter
- Val Johnson
- Ivan Merchant (4)
- D. H. Moehring (3)
- A. D. Olson
- James Owens
- Phil Preston (2)
- Jack Rowland
- Robert Royer
- W. H. Tebeau
- O. C. Turner
- F. W. Yarbrough (2)
- L. H. Young

NOTED
HAROLD
REYNOLDSON

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

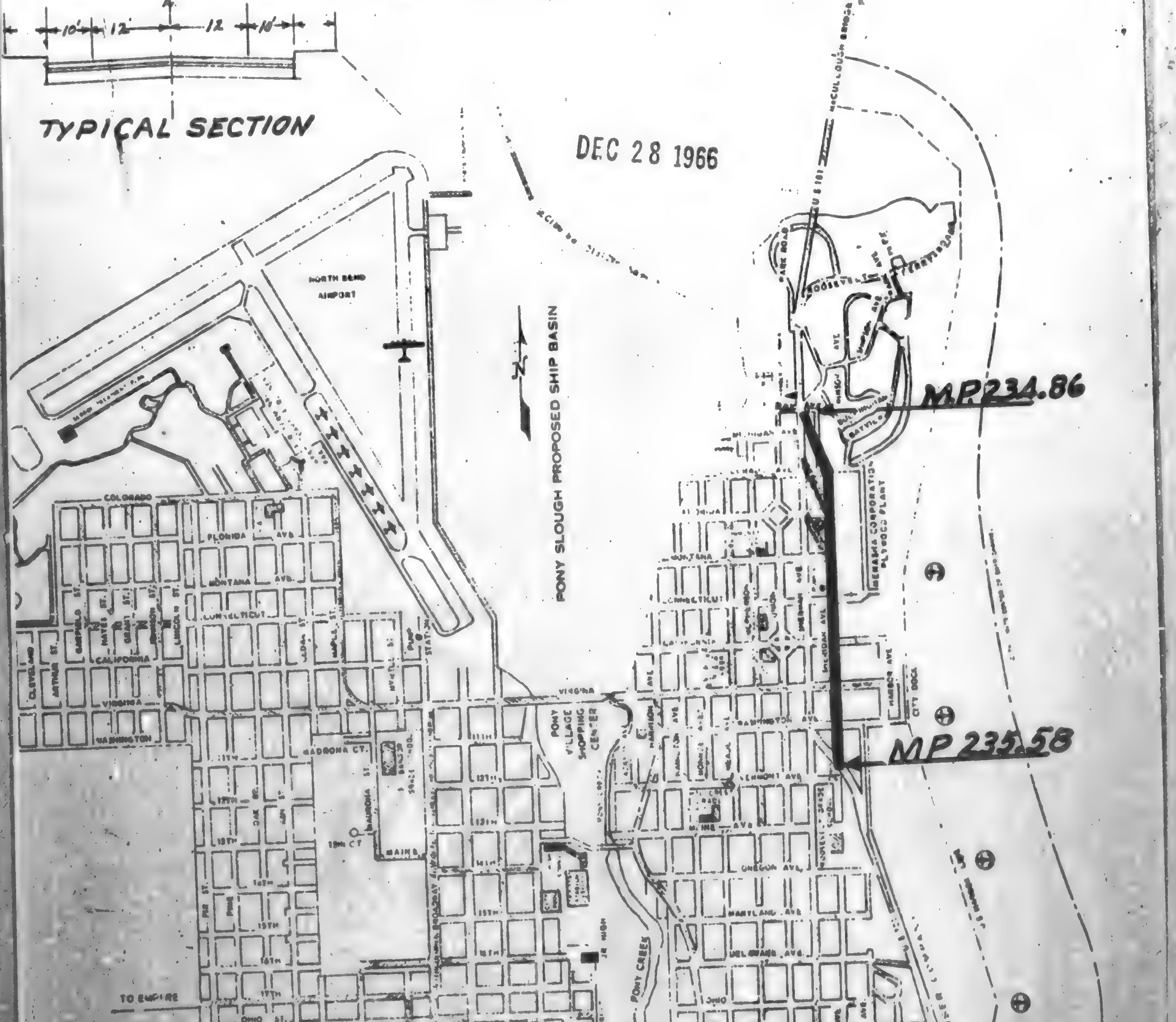
NOTED
DON HARWELL

PROSPECTUS MAP

SHERMAN AVE – SHERIDAN AVE COUPLET

OREGON COAST HIGHWAY
COOS COUNTY

DEC 28 1966



NOTED
H. S. COX

NOTED
P. B. Arensmeier

Hwy 7

Prefix No. 6-1465

12/10/66

LOCATION PROSPECTUS
SHERMAN AVENUE-SHERIDAN AVENUE COUPLET
OREGON COAST HIGHWAY
COOS COUNTY

NOTED
RICHARD UNREIN

HIGHWAY: Oregon Coast. State Primary No. 9, Federal-aid Primary No. 2. Item 7, page 4 on Safety Improvement Program scheduled for construction in 1968.

TERMINI: The northerly end of the project is at M.P. 234.86 which point is at the intersection of Bay Avenue with the Oregon Coast Highway (Sherman Avenue). The southerly end of the project is at M.P. 235.58 which point is approximately 100 feet south of the intersection of the Oregon Coast Highway (Sherman Avenue) with Sheridan Avenue.

LENGTH: 0.72 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening curbs, grading and paving on existing alignment. The existing facility will be used wherever practicable. The northerly end of the project will require new alignment and additional right of way. Drainage problems are not anticipated. Soils investigations will be conducted. An economic analysis is not needed at this time. Reconnaissance is not necessary. This project is within the city limits of North Bend.

CHARACTERISTICS: The existing ADT is 5,900 in each direction. The projected ADT is 12,800 in each direction.

TYPICAL SECTION: 40-foot curb to curb street section.

BRIDGE: None.

BASE DESIGN: The tentative base design for construction is:

Over Existing PC Only	New Work
4" A. C.	4" A.C.
Variable Leveling	3" Plant-mix Bit. Base
	14-1/2" Crushed Base
If existing curb and other controls cannot be met, the PC will be removed and replaced with new base construction.	21-1/2" Total

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

MATERIAL: Commercial sources.

ACCESS: Limited to location.

ADDITIONAL FACILITIES: The North Bend Municipal Airport lies approximately 3/4 mile west of the project.

AGREEMENTS: Agreements with the City of North Bend will be necessary. An opportunity for a hearing will be held. Routine utility adjustments are anticipated.

PARKS: None affected.

December 7, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

9073

File No.________________
Rd. No._____M.P._________
City of_________________
Streets_________________
Rural______Urban________

Salem, Oregon 97310
December 20, 1966

Location Prospectus
Sherman Avenue-Sheridan
Avenue Couplet
US101 - Coos Bay

F. D. Morgan
Construction Engineer
BUILDING

It is noted with respect to the subject Prospectus that typical section calls for two 12-foot running lanes with 8-foot park lanes for curb to curb 40-foot section. It is recommended that this be made 44-foot section to allow 2 feet shy distance with respect to through lanes. The 44-foot curb to curb would permit future development of adequate three moving lanes without curb parking. Also it can be anticipated that on Sheridan Avenue northbound it will be desirable at certain of the intersections to set-up a third lane for lefthand turns, which movements will develope sizeable volumes.

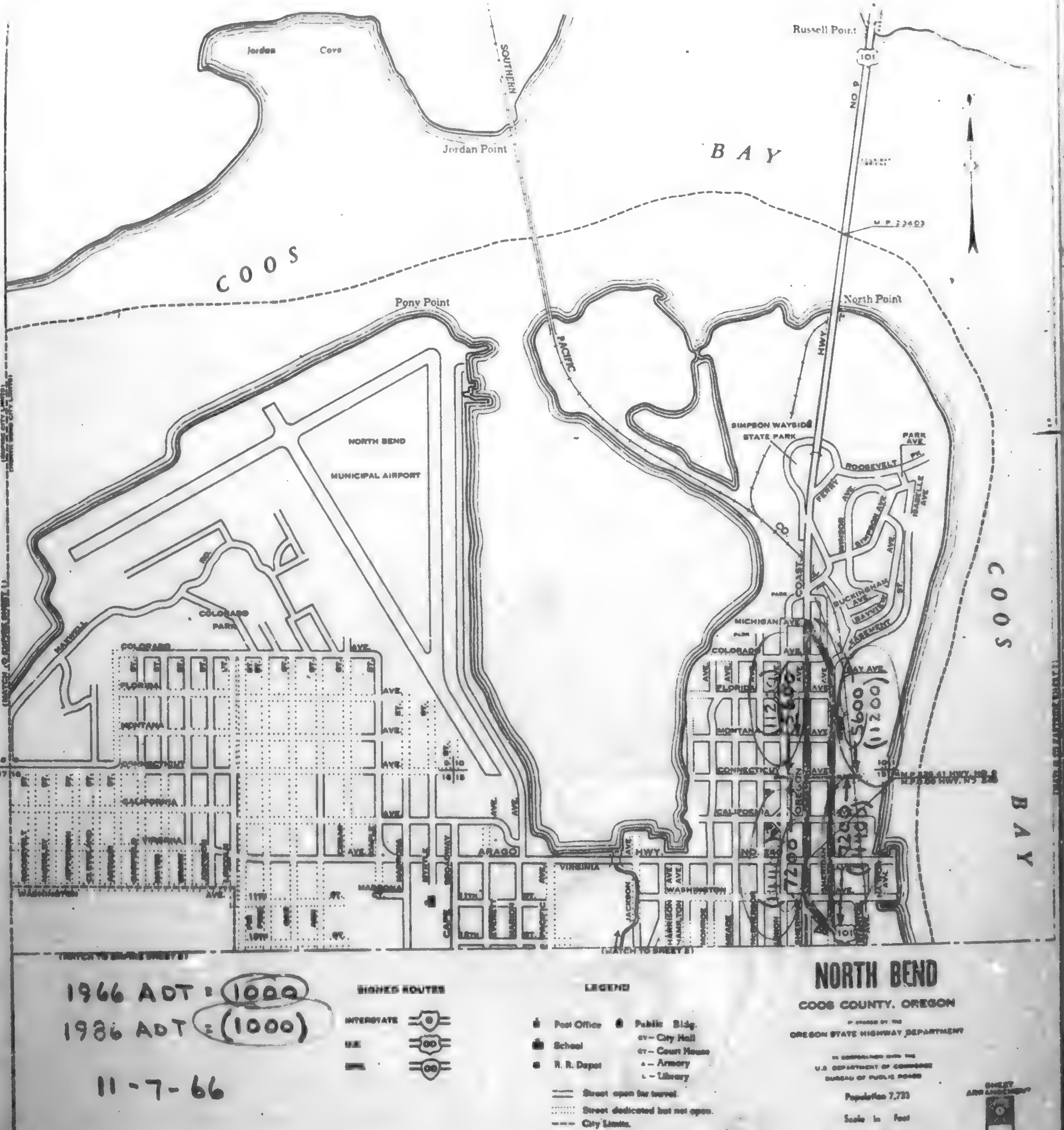
F. B. Crandall
Traffic Engineer

FBC:mk

NOTED
R. L. SCHROEDER

NOTED
[illegible] CONTROL

NOTED
L. E. [illegible]



5600 (11200)

5600 (11200)

7200 (14400)

7200 (14400)

1966 ADT = (1000)

1986 ADT = (1000)

11-7-66

1979 Teakwood Ave.-Myrtle Ave. 907
(Coos Bay) Sec., Ore. Coast Hwy.
(Bayshore Dr.) (Gr. & pav.)

9274

STATE COPY

cc: State (H S Coulter) [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 2-20-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-2-2(6)
COMPLETION DATE 6-25-80	ACCEPTANCE DATE BY CONTRACT AGENCY 8-27-80	TIME ELAPSED 75 %	CONTRACT TIME 150 C.D.
APPROVED EXTENSIONS None	LOCATION Teakwood Ave.-Myrtle Ave. Section of Oregon Coast Highway in City of Coos Bay		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TEAKWOOD AVE.-MYRTLE AVE. SECTION
OREGON COAST HIGHWAY
Grading & Paving

This project provided for the removal of a curbed median island and asphalt paving. Overlayed and signing as a continuous turn lane. A contract in the amount of $135,877.50 was awarded Johsnon Rock Products, Inc., North Bend, on December 27, 1979. Work began on March 27, 1980 and was completed in reasonably close conformance with the approved plans and specifications on June 25, 1980 at a final cost of $125,015.08, which included $109,677.25 for contract items; $2,493.00 for approved changes; $3,891.97 for approved State Force Work, and $8,952.86 for construction engineering.

A total of 113 C.D. were used to complete the work as compared to the 150 C.D. authorized.

RECEIVED
STATE HWY ENGR
FEB 25 '81
REFER TO Keasley
FOR

[illegible] 2-25-81

*NOTE: Not applicable for direct Federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-24-81	TITLE Field Operations Engineer	DATE 2-24-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

9074

L.

September 2, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
#9074

Gentlemen:

Contract No. 9074 awarded to Johnson Rock Products, Inc., for work on the Teakwood Avenue-Myrtle Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County was completed on July 11, 1980, and accepted by the State Highway Division on August 27, 1980.

Final payment in the amount of $5,875.83 will be released to the contractor after September 8, 1980. The total contract amount is $112,170.25. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
SUBMISSION SERVICES

dws
cc: Johnson Rock Products, Inc.
P. O. Box 348
North Bend, OR 97459

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek

Alfred Shirley

9074

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: August 27, 1980

FROM: C. T. Keasey CT Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of August 27, 1980.

Contract 9074 On Site Work Substantially Completed June 25, 1980

All Work Completed July 11, 1980

Project Teakwood Ave.-Myrtle Ave. (Coos Bay)

Highway Oregon Coast Hwy. (Bayshore Drive)

County Coos

Type of Work Grading & Paving

Contractor Johnson Rock Products, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety notified
9-2-80 dme

9074

Coos Bay

ROAD DESIGN SECTION

DES 16-1

Frank Morrison
Resident Engineer

July 22, 1980

Fred Eriksen
Design Engineer Supervisor

Subject: Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County

I found your "as constructed" narrative report interesting, especially the paragraph where you describe the paving technique used at the gutter.

From your description, breaking the paving machine slope in the middle of the panel worked nicely to taper the overlay into the gutter.

Overlays on curbed sections are becoming more of a problem as the years roll by. Overlays, patching and oil mats have in many cases raised the crown and increased the parking or travel lane slope adjacent to the curb to considerably more than design rates of 4 or 5 percent. These conditions challenge our ingenuity in finding the best solution for each problem.

FE:ja

cc Alfred Shirley

9074

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Teakwood Ave.-Myrtle Ave. (Coos Bay)	WEEK ENDING July 5, 1980	SECTION PREFIX 6-1064
HIGHWAY Oregon Coast	COUNTY Coos	
NAME OF JOB Teakwood Ave. - Myrtle Ave. (Coos Bay)	KIND OF WORK Grading & Paving	
CONTRACTOR Johnson Rock Products, Inc.	CONTRACT NUMBER 9074	FEDERAL AID PROJECT NUMBER RES-2-2(6)
DATE OF CONTRACT 12/27/79	DATE WORK STARTED March 27, 1980	ESTIMATED COMPLETION DATE June 25, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 250	WORK DAYS USED CALENDAR DAYS USED 113
PROJECT AUTHORIZATION: $165,060.22	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 69
EXCLUSIVE OF ENGINEERING: $151,971.74	ENGINEERING AUTHORIZATION $13,088.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $117,452.22	This Wk. 250.00 ENGINEERING COST TO DATE $7,861.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: XXXXXX UNDERRUN 23 %	PERCENT OF AUTHORIZATION 60 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair			
MONDAY 30	"			
TUESDAY 1	"			
WEDNESDAY 2	"			
THURSDAY 3	Rain			
FRIDAY 4				
SATURDAY 5				

RECEIVED
JUL 7 1980
CONSTRUCTION
BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
[illegible]

Richards
Berg
Intoes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No work.
30 MONDAY	No work.all week.
1 TUESDAY	
2 WEDNESDAY	
3 THURSDAY	
4 FRIDAY	
5 SATURDAY	

REMARKS

Semi-final estimate & quantities shipped to Roseburg on July 3rd.

This is the last report.

SIGNED M. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9074

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-22-8

FEDERAL AID PROJECT NO.
HES-2-2 (6)

STATE PROJECT NO.
See below

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90064

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

5/28
Orig

RECEIVED
STATE HWY ENGR
MAY 28 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
11/28/79

DATE AUTHORIZATION EFFECTIVE
5/9/80

FEDERAL ROUTE NUMBER
Primary 2

STATE ROUTE NUMBER
Primary 9

GENERAL LOCATION:
Teakwood Avenue - Myrtle Avenue (Coos Bay)

GENERAL DESCRIPTION OF WORK:
Furnish and install 4 each Two-Way "Left Turn Only" signs (R3-9b)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/9/80, as requested in Mr. Keasey's letter of 5/16/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $600 Federal Funds $540.

DATE
5/22/80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

9074

State Copy

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
2-101
PROJECT REPORT NUMBER
2
MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-21-80

State
Oregon
County
Coos
Project Number
HES-2-2(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 23, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 165,174.00	$ 174,650.00
Federal funds	$ 148,656.00	$ 157,185.00

Other revisions

To include approved increase in preliminary engineering and approved additional work item.

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of February, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon February 13, 1980

Federal Aid Project
No. HES-2-2(6)

Teakwood Ave.-Myrtle Ave. Section
Oregon Coast Highway
Coos County

Revised Project Agreement

Type Code PE Preliminary Engineering	All Required	$ 10,150.00
Type Code Y008 Roadway (Sta. 217+21 to Sta. 238+00)		
Subtotal of previous estimate of January 4, 1980		$139,977.50
Approved Additional Items		
N.Bend-Coos Bay Water Facilities Adjustments	All Required	5,000.00
	Increase	$ 5,000.00
	Subtotal	144,977.50
	Engineering	19,522.50
	Total	$164,500.00

Length of Project - - - - - 0.00 mi.

Work Retained in Program Status (Not included in amounts below)		
Permanent Signing	All Required	$ 750.00
Pole Removal (S.F.)	All Required	500.00

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,150.00	$ 9,135.00	$ 1,015.00
Roadway	164,500.00	148,050.00	16,450.00
Total	$174,650.00	$157,185.00	$17,465.00

Group 1 - 100%
Contract No. 9074
Prefix - 6-1948
Prefix - 6-1064

3014

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 1-79

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

te Oregon

County Coos

Project Number HES-2-2(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 23, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,300	$ 165,174
Federal funds	$ 5,670	$ 148,656
Other revisions		

This modification is made for the following reasons: Adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 1980.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, January 4, 1980

Federal Aid Project
No. HES-2-2(6)

TEAKWOOD AVE.-MYRTLE AVE. SECTION
OREGON COAST HIGHWAY
COOS COUNTY

Revised Project Agreement.

Type Code P.E. Preliminary Engineering	All Required		$ 6,300.00
Type Code Y008 Roadway (Sta. 217+21 to Sta. 238+00)			
Mobilization	All Required		$ 1,460.00
Temporary Protection and Direction of Traffic	All Required		3,087.00
Temporary Signs	150 Sq.Ft.	7.00	1,050.00
Temporary Barricades	2 Each	75.00	150.00
Flagmen	500 Hour	21.00	10,500.00
Sequential Arrow Signs	2 Each	3,785.00	7,570.00
Removal of Structures and Obstructions	All Required		11,217.00
General Excavation	650 Cu.Yd.	1.55	1,007.50
Aggregate Base	1,000 Ton	7.40	7,400.00
Class "B" Asphalt Concrete Mixture	2,850 Ton	24.70	70,395.00
Class "B" Asphalt Concrete Mixture in Leveling	750 Ton	24.70	18,525.00
Sidewalk Ramps	1 Each	150.00	150.00
Concrete Curbs	110 Lin.Ft.	4.10	451.00
Adjusting Inlets	3 Each	103.00	309.00
Capping Inlets	1 Each	52.00	52.00
Mono-Directional Crystal Type I Markers	300 Each	5.15	1,545.00
Bi-Directional Crystal Type I Markers	100 Each	5.15	515.00
White Type II Markers	190 Each	2.60	494.00
			$135,877.50
Anticipated Items			
Permanent Pavement Striping	All Required		$ 2,000.00
Temporary Pavement Striping	All Required		2,100.00
			$ 4,100.00
	Subtotal		$139,977.50
	Engineering		18,896.50
	Total		$158,874.00

Length of Project - - - - - - - - - - - - - 0.00 mi.

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 750.00
Work by Coos Bay/North Bend Water Board	All Required	4,200.00
Pole Removal (S.F.)	All Required	500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,300	$ 5,670	$ 630
Roadway	158,874	142,986	15,888
Total	$165,174	$148,656	$16,518

Group 1	100%
Contract No.	9074
Prefix:	6-1948
Prefix:	6-1064

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ite Oregon
MONTHLY TRANSACTION NO. 2 - 11	**FEDERAL-AID PROJECT AGREEMENT** 1-23-79	County Coos
		Project No. ~~HHS~~ HES-2-2(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Teakwood Ave. to Myrtle Ave. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-4-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,300.00	$ 5,670.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: S. L. Green

Date executed by Division Administrator JAN 23 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, OR January 17, 1979

Federal Aid Project
No. ~~HHS~~ HES-2-2(6)

Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
US 101 in Coos County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,300.00
	Total	$ 6,300.00

Length of Project - - - 0.0 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,300.00	$ 5,670.00	$ 630.00
Retain in Program			
Contract Work	79,700.00	71,730.00	7,970.00
Total	$86,000.00	$77,400.00	$8,600.00

Group 1 - 100%
Prefix - 6-1948

1-16-80

7074

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90064

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-16-80	FEDERAL ROUTE NUMBER Primary 2
		STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Teakwood Avenue - Myrtle Creek Avenue (Coos Bay)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-7-80 I approve the revised Preliminary Engineering costs to a TEC of $10,150 with Federal participation limited to $9,135 (Increase TEC $3,850 - FF $3,465)

It should be noted that only those PE charges prior to PS&E approval date of 11-28-79 are eligible for Federal-aid participation.

DATE 1-16-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hesser	TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-618

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4174

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-2 79

		FEDERAL AID PROJECT NO. HES-2-2(6)
		STATE PROJECT NO. See below
FROM:	PROGRAM NO.	COUNTY NAME Coos
G. L. Green, Division Administrator	ITEM NO. 90064	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
[illegible]
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

12-5
[illegible]

DATE PS&E APPROVED 11-28-79	DATE AUTHORIZATION EFFECTIVE 11-28-79	FEDERAL ROUTE NUMBER Primary 2 STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Teakwood Avenue - Myrtle Creek Ave (Coos Bay) Section

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Permanent Pavement Striping
S.F. $2,000
Temporary Pavement Striping
S.F. $2,100

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-26-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $220,127 Federal Funds $198,114.

A signed copy of the Title Sheet is returned herewith.

DATE 11-28-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1975-721-016

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR// 120179

12-20-79 ~~9-20-79~~ Bid Letting ______ All Clear Deadline

SECTION Teakwood Ave.-Myrtle Ave.(Coos Bay)
Highway Oregon Coast
County Coos Region 3
Type of Work Left Turn Refuge Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Statewide Safety
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HES 2-2(6)

STATE JECT NO.
See below

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:

Mr. G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
90064

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 23 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

11/27

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-19-79	Primary 2
		STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:
Teakwood Avenue - Myrtle Creek Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Program Change and Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-24-79 I approve the program change adding adjustment of utilities to the character of proposed work. Also, as requested in Mr. Swan's 10-1-79 letter, you are now authorized to proceed with the actual adjustments for the Coos Bay - N. Bend Water Board's water facilities. Reimbursement on an actual cost basis estimated to be $5,000 with Federal participation limited to $4,500 is approved. I approve the Agreement with Coos Bay - N. Bend Water Board.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-19-79	G. K.	for Division Administrator

ORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—625-787

GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 1, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301

Water Facilities Relocation
Coos Bay-N. Bend Water Board
Teakwood Ave.-Myrtle Ave. Section
Oregon Coast Highway
Coos County E
Project No. HHS-2-2(6)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Coos Bay-N. Bend Water Board's water facilities dated August 1, 1979, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Board was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Board's facilities.

RECEIVED
TECHNICAL SERVICES

OCT 1 '79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,116.00.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC:mm

Enclosure

cc: E. S. Hunter
Jack Cartwright
John Christopherson

1074

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90064

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-2-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Teakwood AVenue - Myrtle Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

See below

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-2-79 letter I approve the withdrawal of authorization for construction for the subject project releasing obligated funds in the amount of $169,073.

RECEIVED
STATE HWY ENGR
AUG 7 '79
REFER TO Mac [illegible]
FOR
Info | Files | R/D | [illegible] | Sign | Act | File

8-7

DATE 8-2-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-016

10

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-2-2(6)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90064

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR.
JUL 17 '79
REFER TO Mac
FOR

TO:

Mr. H. S. Coulter
State highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Teakwood Avenue - Myrtle Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $187,859 - Federal Funds $169,073.

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 3-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—428-787

1014

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90064

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17 '79
REFER TO Mcelvain
FOR
Info | File

7-17
orig to C

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:
Teakwood Avenue - Myrtle Avenue (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 12, 1979, I approve the program change as follows:

(1) Appropriation Code: Change to 141
(2) Class of Federal Funds: Change to Hazard Elimination Program
(3) Project No: Change to HES-2-2(6)

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—620-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 11, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 90064
Project No. HES-2-2 (6)
Teakwood Ave.-Myrtle Ave. (Coos Bay)
Coos County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on September 20, 1979, but request early PS&E approval at this time. Right-of-Way, Utility and other Environmental Certification and Status reports will be submitted at the time we request advertising authorization.

P.E.	Federal Funds (90%)	$ 5,670
Channelization	Federal Funds (90%)	169,073
	State Funds	19,416
	TOTAL COST	$194,159

DAR:pf
Attachments

cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 12 '79
REFER TO
FOR

Info	Invest	R/D	O/R	Sign	Act	File

Form 734-3122

Coos Bay

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

Versteeg
Anderson
Christensen
Olson
Sullivan copy
Terpin
Trout copy
Wakerlig

RECEIVED
MAY 24 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen F.E. Watson
Heger Dorn Lou
Return Discuss Do File Copy . Due
BY FINAL DESIGN ENGINEER

DATE May 15, 1979

TO RON BUSEY
Resident Engineer

FROM Elliott Parker by James A. Bilderback
Region 3 Geologist Assist. Region Geologist

James A. Bilderback

SUBJECT "Soils and Geology Report"
Bayshore Drive (Teakwood St. - Myrtle St.)
Coos Bay / City Street
Coos County

On April 24, 1979 a six (6) inch core and a auger hole was placed approximately 5 ft. right of existing island (approx. 200 southerly of the ℄ of Pine Street).

This work - together with photo coverage - - was completed to access existing pavement conditions. The proposed construction is for a continuous left turn refuge. It is being proposed that the existing center island be moved (existing island being 3 - 8 ft. wide)

There is considerable restriction in available roadway width since the railroad spur is on the eastside and businesses to be serviced are on the westside. The left-turn refuge will need to take-up the existing shoulder widths in addition to island.

As shown by the attached exploration log, the existing pavement consists of 8 inches thick of well - graded 1½" - solid concrete (P.C.C.) under approximately 4" thick of a well-graded and compacted "B mix" A.C. (no bond to concrete). The A.C. is relatively smooth and does not consist of individual segments.

It would appear that only a thin overlay would be necessary. The P.C.C. apparently exists under the island, also.

Material Sources

Aggregates and mixes for surfacing materials will undoubtedly be supplied from local commercial suppliers. Amoung those available are :

Harold Gates Trucking
2580 Pacific - North Bend
Phone: 756-4764

G.S. Halsey Crushing Contractor
860 Garden Drive / Coos Bay
Phone : 269-0393

Davenport Concrete Sand & Gravel
2600 Highway 101S. -Coos Bay
Phone: 269 - 0111

Johnson Rock Products Inc.
Mc Cullough Bridge - North Bend.
Phone: 756-5168

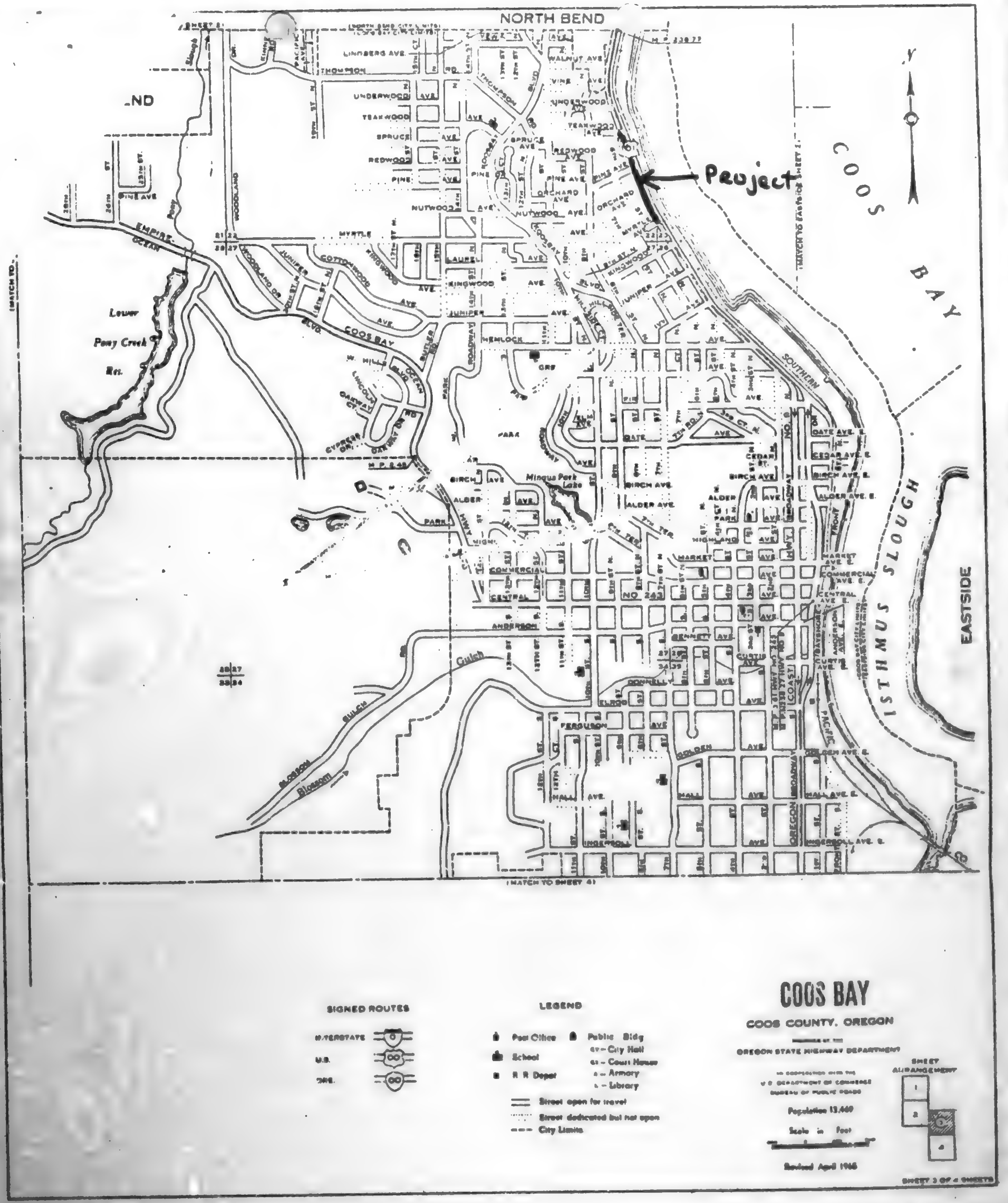
RECEIVED
MAY 1 - 1979
LOCATION SECTION

NOTED
W. N. HACKLEMAN

REFERRED TO
Jack
By Location Engineer

Encl: Soil & Geology Exploration Log
Plan Map

C.C. Construction Engineer
Location Engineer
Region 3 Engineer
file


NORTH BEND
Project
COOS BAY
ISTHMUS SLOUGH
EASTSIDE
Lower Pony Creek Res.
Mingus Park Lake
Blossom Gulch
EMPIRE-OCEAN
COOS BAY BLVD.
SOUTHERN PACIFIC
MATCH TO SHEET 4
MATCH TO EASTSIDE SHEET 2
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg
CH – City Hall
CH – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
COOS BAY
COOS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,440
Scale in Feet
Revised April 1965
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Project Bayshore Dr Highway Oregcoast Date 4-24, 1979

County Coos Res. Engineer Prefix 6-1948-910

Exploration equipment used Core Drill & Hand Auger

Exploration area: Cut, depth ft. Embankment fonda.—Emb. ht. ft. 200' S of E Pine St 5' ~~West~~ East of Island

Exist. Roadway Station Lt. C. L. Rt.

Borrow—Quarry—Location

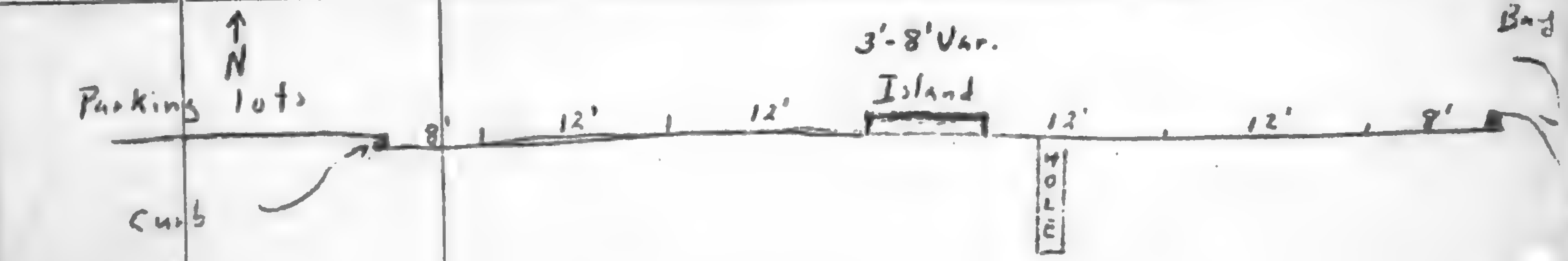
Hole location

Slide—Horizontal hole Vertical Hole

Station Lt. C. L. Rt.

All measurements are Estimated Hole No.

Indicate in Feet
Distance from ground surface to various soil and rock formations



Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
4"		well graded & compacted "B" Mix AC (No bond to Concrete)
8"		well graded 1½-0 Conc. solid
7"		Bar of River run Sand Some round rock to 2" or 3"
16"		Grey to Blackish & Tan Silty Clay. Sample is from this 16" area.
17+"		Grey to Black Sand fine to Med grain Bottom of test hole at 52"

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

E Parker By
Soils, Geologist or Driller

7071 9

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: B. L. Gifford

DATE: May 3, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
[redacted]
Coos County

The Schedule of Contract Letting contains the above-named project with "SIGNS" as a proposed bid item.

The signing is a very minor item on this project. It is recommended that the word "SIGNS" be deleted on future schedules and have this work done by State Forces as an anticipated item.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

ELS:ds

cc: Alfred Shirley, Jr.
B. E. Brown
Jack Sullivan
Lyle Watson

REFERRED TO
1 Beard MGB Steudenmeyer
Cole Sample
3 Erikson F.E. Watson
Hagar Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAY 0 4 1979
ROAD DESIGN SECTION

Versteeg
Anderson
1 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

1-21-79

7014

LETTER OF APPROVAL AN /OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-2-2(6)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90064

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operation, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 2
	1-4-79	STATE ROUTE NUMBER	Primary 9

GENERAL LOCATION:

Teakwood Ave. - Myrtle Ave. (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-8-78, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, para. 10e, and that time saving procedures enumerated in FHPM 6-8-2-1 are applicable. You are now authorized to proceed with the above work at a TEC $6,300 with Federal participation limited to $5,670.

NOTED
F. B. KLABOE

Swan
1-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-4-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

December 8, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90064
Project No. HHS-2-2(6)
Teakwood Avenue-Myrtle Avenue (Coos Bay) Section
Coos County

Attached data consists of PR-1 form with project maps, narrative report, collision diagrams and sketch map.

We request the following:

(1) Concurrence that the project qualifies for the "Timesaving Procedures" enumerated in FHPM 6-8-2-1.

(2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $6,300 with an obligation of $5,670 in federal funds.

DRH:tmw

Attachments

cc: L. E. George
Alfred Shirley, (Region 3)

1979 Madras/Prineville Hwy.-S. 9075
McMeen Cr. Sec., Metolius-Grizzly
County Rd. (Grading & oiling)

C&C 6715 9-5-78

PE -
AD 492 - $2135.00
CC 1899

Told Fred Erickson PE Total till now $10,000

limit of $250,000

14% of 250,000 $35,000

1/10/80 - County said advance deposit $34,120 was in mail.
- 2135
31,985
1635
30,350

9075

P

HIGHWAY DIVISION INVOICE

137102

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISI
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORD[illegible]MBER	BILLING REQ. NUMBER
6/8/83		CC 83-10

CODE JEFFERC

•
•JEFFERSON COUNTY
•COURTHOUSE
•MADRAS OR 97741

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			2,131.15
216-1049	296	00	000		2,131.15
216-1049	297	00	000		(2,131.15)

DESCRIPTION		TOTAL PRICE
FINAL BILLING: MADRAS/PRINEVILLE HWY - S MCMEEN CREEK PER ATTACHED ITEMIZED STATEMENT FEDERAL PROJECT NO SOS-1600(1) AGREEMENT NO 6715.		
PE COSTS	14,458.06	
CONST. COSTS	224,508.89	
TOTAL PROJECT COSTS	238,966.95	
LESS: FEDERAL FUNDS	(204,850.80)	
BALANCE DUE FROM COUNTY		34,116.15
LESS: COUNTYS ADVANCE DEPOSITS		(31,985.00)
BALANCE DUE FROM COUNTY		2,131.15

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
HAROLD REYNOLDSON PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR JANE HENSLEY PH: 378-5035 PREPARER OF INVOICE

734-1180 (7-81)

4

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER 137102

DATE 6/1/83

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CC 83-10

CODE JEFFERC

BILL TO:

Jefferson County
Courthouse
Madras OR 97741

CREDIT DISTRIBUTION

325.00	2,131.15
216-1049-296	2,131.15
216-1049-297	<2,131.15>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final billing:	
Madras/Prineville Hwy. - S. McMeen	
Creek per attached itemized statement	
Federal Project No. SOS 1600(1)	
Agreement No. 6715	
PE costs 14,458.06	
Const costs 224,508.89	
Total Project costs 238,966.95	
Less Federal funds 204,850.80	
Balance Due from County	34,116.15
Less County's Advance Deposits	<31,985.00>
110.00 Balance due from County	2,131.15

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Jane Hensley PH: 378-5035 PREPARER OF INVOICE

JEFERCO Inv 2121

Advance Deposit Amount	$ 31,985.00
Advance Deposit Previously Transferred to Highway Fund	$ 24,985.00
	$ 7,000.00
Balance	
Transfer to Highway Fund	$ 7,000.00
Refund Due	$ —0—

AMOUNT DUE $

SUBMITTED BY J. Hensley

APPROVED BY T. E. [illegible]

734-1191 (8-81)

9075

P

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/26/83

COUNTY: JEFFERSON AGREEMENT NO: 6715 PROJECT NO: SOS-1600(1)

CONTRACT NO: 9075 SECTION: Madras/Prineville Hwy.-S. McMeen Creek

P.E.		$ 14,458.06
Construction		
Payment to Contractor		$208,600.33
Interest Paid Contractor		129.60
SFO #1 Pavement Striping		203.40
Engineering		15,575.56
		$224,508.89
Federal Funds Collected	$204,850.80	
County Share of Costs are	$238,966.95	
Less Federal Funds	204,850.80	
	$ 34,116.15	

REFERENCE: CC 83-10

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Madras/Prineville Hwy.-S. McMeen Cr. Section Metolius/Grizzley County Road Jefferson County					
	Preliminary Engineering Type Code P.E.					
	State	All	Required		$ 14,458.06	
	Construction Type Code 5221 Roadway (Sta. 74+00 To Sta. 146+50)					
	Final Contract Payment Summary	Lump	Sum		208,600.33	
SFO	#1 Permanent Pavement Stirping (State)	All	Required		203.40	
	Total Participating Construction				$208,803.73	
	Construction Cost					
	State	All	Required		15,575.56	
	Total Participating Project Cost				$238,837.35	
	Nonparticipating Project Cost					
	Interest on Final Payment	All	Required		129.60	
	Total Project Cost				$238,966.95	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

216-1049

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-1600(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 8-16-78 To: 2-9-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 14,458.06	$ 14,458.06	85.77%	$ 12,400.68	$ 12,400.68	$ 0.00
224,508.89	224,379.29	85.77%	192,450.12	192,450.12	0.00
$238,966.95	$238,837.35	85.77%	$204,850.80	$204,850.80	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/2/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                                                                   FISCAL        GRAND TOTAL     ACTIVE YRS
DESCRIPTION                     PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE        TO DATE       BEG   END
                            216   1047     900      00 N 1                                            126.13       79    79
                            216   1047     915      00 P 1                                            593.08       79    80
                            216   1047     920      00 P 1                                             13.40       79    79
                            216   1047     948      00 N 1                                             26.98       81    81

                                       SUB TOTAL                                                    4,140.22

                                       TOT      P1                                                 60,758.73
                                       TOT      N1                                                    152.11
                                     ** JOB TOTALS **                   **                 **      60,910.84  **

JEFFERSON CO PVMT MRK #2      CONT NO        FA PROJ NOS PMS 000S098 100                                         STATE
                            216   1048     270      01 P 1                          2,460.24        4,656.13       80    82
                            216   1048     296      00 N 9                          2,467.96CR      4,677.40CR     80    82
                            216   1048     298      00 N 9                          2,467.96        4,677.40       80    82

                                       SUB TOTAL                                    2,460.24        4,656.13

                            216   1048     900      00 P 1                                             13.55       81    81
                            216   1048     948      00 P 1                              7.72            7.72       82    82

                                       SUB TOTAL                                        7.72           21.27

                                       TOT      P1                                  2,467.96        4,677.40
                                     ** JOB TOTALS **                   **          2,467.96  **    4,677.40  **

MADRAS/PRNVL HWY-S MCMEEN CRK CONT NO 9075 * FA PROJ NOS SOS 1600001 100                                         STATE
                            216   1049     201      00 P 1                                        208,600.33       80    82
                            216   1049     206      00 N 1                                            129.60       82    82
                            216   1049     270      01 P 1                                            203.40       81    81
                            216   1049     296      00 N 9                             25.67      192,415.81CR     80    83
                            216   1049     298      00 N 9                             25.67CR    192,415.81       80    83

                                       SUB TOTAL                                                  208,933.33

                            216   1049     900      00 P 1                                         14,414.70       80    82
                            216   1049     920      00 P 1  Proj. Mngt.                               133.34       80    82
                            216   1049     940      00 P 1  Testing Lab                               154.79       81    82
                            216   1049     944      00 P 1  Tech Serv.                                 52.86       82    82
                            216   1049     945      00 P 1  Const. Br.                 15.67          647.84       81    83
                            216   1049     946      00 P 1  Reg. Eng. Chg.                            132.03       81    82
                            216   1049     948      00 P 1  Cont.   40.00              40.00           40.00       83    83

                                       SUB TOTAL            40.00                      55.67        15,575.56

                                       TOT      P1          40.00                      55.67       224,379.29
                                       TOT      N1                                                    129.60
                                     ** JOB TOTALS **       40.00  **                  55.67  **   224,508.89  **
```

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                                  216   1972     905      00 P 1                                                         100.63
                                  216   1972     914      00 P 1                                                         281.06

                                               SUB TOTAL                                                                 381.68

                                               TOT      P1                                                               381.68
                                             ** JOB TOTALS **                     **                    **               381.68  **

                                                                                                                                 STATE
MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO     * FA PROJ NOS SOS 1600001 100                                                14,146.11CR
                                  216   1974     296      00 N 9                                                        1,635.00
                                  216   1974     297      00 N 9                                                       12,511.11
                                  216   1974     298      00 N 9

                                               SUB TOTAL

                                  216   1974     901      00 P 1                                                        8,210.80



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        APRIL 1983           PAGE  932

                                                                                  FISCAL              GRAND TOTAL
        DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE            TO DATE
                                  216   1974     905      00 P 1                                                        3,760.21
                                  216   1974     910      00 P 1                                                          779.86
                                  216   1974     912      00 P 1                                                           28.53
                                  216   1974     913      00 P 1                                                           10.56
                                  216   1974     914      00 P 1                                                            6.40
                                  216   1974     918      00 P 1                                                           38.46
                                  216   1974     920      00 P 1       71.00CR             71.00CR                         84.06
                                  216   1974     921      00 P 1       17.75CR             17.75CR                      1,496.28
                                  216   1974     922      00 P 1       40.00CR             40.00CR                         17.36
                                  216   1974     923      00 P 1                                                           25.54

                                               SUB TOTAL              128.75CR            128.75CR                     14,458.06

                                               TOT      P1            128.75CR            128.75CR                     14,458.06
                                             ** JOB TOTALS **         128.75CR**          128.75CR**                   14,458.06  **

                                                                                                                                 STATE
    IRRIGATION CANAL BR           CONT NO     * FA PROJ NOS BROS1600002 100              2,835.69CR                   12,002.35CR
                                  216   1980     296      00 N 9                                                        2,520.00
                                  216   1980     297      00 N 9                          2,835.69                      9,482.35
                                  216   1980     298      00 N 9

                                               SUB TOTAL

                                  216   1980     901      00 P 1                            32.99                       3,376.16
                                  216   1980     905      00 P 1                           388.25                       1,268.15
                                  216   1980     905      00 N 1                            13.50                          13.50
                                  216   1980     906      00 P 1                                                            5.10
                                  216   1980     910      00 P 1                           168.64                         696.49
                                  216   1980     914      00 P 1                            38.26                          35.26
                                  216   1972    905     00 P 1                                                    281.05
                                  216   1972    914     00 P 1
                                                                                                                  381.68
                                                SUB TOTAL
                                                                                                                  381.68
                                                TOT      P1                                                       381.68  **
                                              ** JOB TOTALS **                    **               **
                                                                                                                          STATE
MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO    * FA PROJ NOS SOS 1600001 100                                          14,146.11CR
                                  216   1974    296     00 N 9                                                   1,635.00
                                  216   1974    297     00 N 9                                                  12,511.11
                                  216   1974    298     00 N 9
                                                SUB TOTAL
                                                                                                                 8,210.80
                                  216   1974    901     00 P 1




                                                                                 APRIL 1983          PAGE  932
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                   FISCAL            GRAND TOTAL
                                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH       YEAR TO DATE           TO DATE
      DESCRIPTION                                                                                     3,760.21
                                  216   1974    905     00 P 1                                           779.86
                                  216   1974    910     00 P 1                                            28.53
                                  216   1974    912     00 P 1                                            10.56
                                  216   1974    913     00 P 1                                             6.40
                                  216   1974    914     00 P 1                                            38.46
                                  216   1974    918     00 P 1        71.00CR            71.00CR          84.06
                                  216   1974    920     00 P 1        17.75CR            17.75CR       1,496.28
                                  216   1974    921     00 P 1        40.00CR            40.00CR          17.36
                                  216   1974    922     00 P 1                                            25.54
                                  216   1974    923     00 P 1
                                                SUB TOTAL            128.75CR           128.75CR      14,458.06
                                                                                                      14,458.06
                                                TOT      P1          128.75CR           128.75CR      14,458.06  **
                                              ** JOB TOTALS **       128.75CR**         128.75CR**
                                                                                                                  STATE
IRRIGATION CANAL BR          CONT NO     * FA PROJ NOS BROS160000_ 100                2,835.69CR      12,002.35CR
                                  216   1980    296     00 N 9                                         2,520.00
                                  216   1980    297     00 N 9                        2,835.69         9,482.35
                                  216   1980    298     00 N 9
                                                SUB TOTAL

                                  216   1980    901     00 P 1                           32.99         3,376.16
                                  216   1980    905     00 P 1                          388.25         1,268.16
                                  216   1980    905     00 N 1                           13.50            13.50
                                  216   1980    906     00 P 1                                             5.10
                                  216   1980    910     00 P 1                          168.64           696.49
                                  216   1980    914     00 P 1                           38.26            38.26
```

802
680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>209-1022	1*	SOS -0902-001	56,825.54	64,535.84	64,442.66	88.18	56,825.54	56,825.54		
209-1991	1*	SOS -0902-001	7,664.46	8,936.06	8,936.06	85.77	7,664.46	7,664.46		
		PROJ TOTALS	64,490.00	73,471.90	73,378.72		64,490.00	64,490.00		
310-1090	1	SOS -1002-001		387.31	387.31	81.80	316.82		316.82 A	
310-1978	1	SOS -1002-001	7,045.00	25,960.42	12,275.15	61.58	7,559.04	7,045.00	514.04 B	
		PROJ TOTALS	7,045.00	26,347.73	12,662.46		7,875.86	7,045.00	830.86	
310-1098	1	SOS -1004-001	49,090.00	46,026.56	45,708.50	88.15	40,292.04	40,171.03		121.01
310-1098	8	SOS -1004-001	10,400.00	11,804.56	11,804.56	88.15	10,405.72	10,386.03	5.72 B	13.97
310-1987	1	SOS -1004-001	6,510.00	9,935.03	9,923.32	85.77	8,511.23	6,510.00	2,001.23 B	
		PROJ TOTALS	66,000.00	67,766.15	67,436.38		59,208.99	57,067.06	2,006.95	134.98
213-1064	1*	SOS -1300-002	110,884.40	129,327.63	129,281.10	85.77	110,884.40	110,884.40		
213-1995	1*	SOS -1300-002	8,370.70	9,756.06	9,756.06	85.80	8,370.70	8,370.70		
		PROJ TOTALS	119,255.10	139,083.69	139,037.16		119,255.10	119,255.10		
314-1095	1	SOS -1401-001	57,600.00	87,206.28	86,612.04	67.00	58,030.07	57,600.00	430.07 B	
314-1991	1	SOS -1401-001	6,900.00	8,420.97	8,292.86	85.80	7,115.27	6,900.00	215.27 B	
		PROJ TOTALS	64,500.00	95,627.25	94,904.90		65,145 34	64,500.00	645.34	
>215-1017	2*	SOS -1500-002	84,600.00	108,068.09	98,601.40	85.80	84,600.00	84,600.00		
315-1014	1*	SOS -1502-001	56,800.00	106,845.84	66,223.62	85.77	56,800.00	56,800.00		
315-1961	1*	SOS -1502-001	7,700.00	11,086.26	8,977.50	85.77	7,700.00	7,700.00		
		PROJ TOTALS	64,500.00	117,932.10	75,201.12		64,500.00	64,500.00		
216-1049	1*	SOS -1600-001	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12		
216-1974	1*	SOS -1600-001	12,400.68	14,458.06	14,458.06	85.77	12,400.68	12,400.68		
		PROJ TOTALS	204,850.80	238,966.95	238,837.35		204,850.80	204,850.80		
218-1044	1*	SOS -1800-002	191,933.38	223,784.30	223,698.58	85.80	191,933.38	191,933.38		
218-1938	1*	SOS -1800-002	4,354.29	5,074.93	5,074.93	85.80	4,354.29	4,354.29		
>418-1945	1*	SOS -1800-002								
		PROJ TOTALS	196,287.67	228,859.23	228,773.51		196,287.67	196,287.67		
320-1023	1*	SOS -2001-001	57,900.00	73,625.76	67,506.12	85.77	57,900.00	57,900.00		
320-1935	1*	SOS -2001-001	6,600.00	8,502.62	7,695.00	85.77	6,600.00	6,600.00		
		PROJ TOTALS	64,500.00	82,128.38	75,201.12		64,500.00	64,500.00		
320-1031	1*	SOS -2002-001	55,159.29	115,741.50	64,310.70	85.77	55,159.29	55,159.29		

Info				
Inves				
R/D	REFER TO			
D/R	FOR	Slade	MAY 19 '83	RECEIVED STATE HWY ENGR
Sign				
Act				
File				

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9333

REGION NO. 10	REPORT NO.	COUNTY Jefferson	DIVISION Oregon
DATE OF REPORT April 5, 1983	REPORT MADE BY David J. Statz		PROJECT NO. RS-B400(1)
COMPLETION DATE September 29, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY March 19, 1982	TIME ELAPSED 35 %	CONTRACT TIME [illegible] 85 CD
APPROVED EXTENSIONS	LOCATION U.S. Hwy. 97-U.S. Hwy. 26 Section of FAS B400 (Adams Drive) south of Madras.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   Besides additional and incidental, work on this project involved construction of asphalt concrete pavement and approaches.

2. Contractor's Name: R. L. Coats

3. Contract Amount: $266,592.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested. ✓

Signature (SHD Official) R Reasey

Title Constr. Engr.

5-23-83
cc D. Allen
W. Robertson
B. Church
J. Peterson
W. Hart
D. [illegible]
D. [illegible]

NOTE!!

A final inspection of the completed work was made on 10/1/81. Participation for County Engineering charges shall be in accordance with our letter of March 7, 1983 to OSHD. NOTE: Ken Johnson of Accounting has been auditing "Kevn S" & will write response. Don H

RECEIVED
W. E. SCHWARTZ
MAY 20 1983
CONSTRUCTION SECTION
CE CAE FOE OCS SCS OM CA LS TC

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter D. B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/18/83	TITLE Field Operations Engineer	DATE 5/18/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

MH 84

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THE OR ON DIVISION - SALEM

el: Oregon Project RS-B400(1)
Adams Drive, FASC-B400, Jefferson County
Engineering Charges
(Mr. Swan's ltr, 2-1-83

Date: March 7, 1983

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Swan's transmittal requesting our concurrence in all engineering costs incurred during the period of January 1, 1980 through March 31, 1981 for the Adams Drive project.

Based on the information submitted, we concur that the work was performed under the authority of a public agency, and we will consider it eligible for Federal-aid participation. However, since non-public employees were used for some of the work without our knowledge or prior approval - and since no specific rate was set for Mr. Kerns - our participation is limited to an hourly rate of $18.00 for Mr. Kerns, with the other crew members receiving an hourly rate equivalent to what Jefferson County employees would have received for the skill classification employed, with the total manhours limited to 2,365.

Payroll additives and any other supportable charges which would normally be eligible for public agency engineering services on Federal-aid projects are considered to be "participating" on this project at the County equivalent rates for these items.

This decision is limited to this particular circumstance and should not be considered precedent-setting. Your procedures should be strengthened to eliminate the possibility of this situation occurring on future projects.

Please advise me of your determination of eligible costs, including wage rates and time distribution.

Original Signed By
ROBERT R. HATHAWAY
Asst. Division Administrator
Dale E. Wilken

cc:
OSHD (Mr Swan, Proj Mgmt)

3.31

9075

6 82

File 2.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9075

December 16, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9075

Gentlemen:

On December 9, 1981, we wrote to you concerning release of final payment on Contract No. 9075 awarded to Central Oregon Pavers, Inc. for work on the Madras/Prineville Highway-S. McMeen Creek Section of the Metolius-Grizzly County Road in Jefferson County.

Final payment on this contract is $1,934.36 and the total contract amount is $208,600.33. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Central Oregon Pavers, Inc.
P. O. Box 728
Redmond, OR 97756

bc: C. T. Keesey
Walt Hart
Dale Allen

9075

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MADRAS/PRINEVILLE HWY. - S. McMEEN CR.

WEEK ENDING: July 11-81

SECTION PREFIX: 216-1049

HIGHWAY: Metolius/Grizzly Rd.

COUNTY: Jefferson

NAME OF JOB: Madras/Prineville Hwy./S. McMeen Cr.

KIND OF WORK: Grading and Oiling

CONTRACTOR: Central Oregon Pavers

CONTRACT NUMBER: 9075

FEDERAL AID PROJECT NUMBER: SOS - 1600(1)

DATE OF CONTRACT: January 11, 1980

DATE WORK STARTED: February 20, 1980

ESTIMATED COMPLETION DATE: [redacted]

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 0 SUPERVISION: 0

SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS: work 150

WORK DAYS USED
CALENDAR DAYS USED: 150

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $216,371.01

EXCLUSIVE OF ENGINEERING: $199,213.94

ENGINEERING AUTHORIZATION: $17,157.17

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $209 172.47

ENGINEERING COST TO DATE: $13087.29

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103

ESTIMATED PERCENT: OVERRUN 5%

PERCENT OF AUTHORIZATION: 76%

DATE PROJECT WAS COMPLETED: June 16-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.37	1.37		1.37	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.37	1.37		1.37	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$17,796	18,100 Ton		900 cu. yds	
TOTAL QUANTITIES CORRECTED TO DATE	16 850	18 333		900	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16 850	18 333		900	
AVERAGE DAILY QUANTITIES	0	0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY	0	0		0	
HOURS PER SHIFT	0	0		0	

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.				
PERCENT				

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CONSTRUCTION BRANCH
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	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		Project Completed
MONDAY	Cloudy	0		" "
TUESDAY	Cloudy	0		" "
WEDNESDAY	Fair	0		" "
THURSDAY	Fair Cloudy	0		" "
FRIDAY		0		" "
SATURDAY		0		" "

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	working on Semi-final Estimate
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	
SATURDAY	

REMARKS

Submitted Semifinal estimate to Region July 10, 1981

Final Weekly Report!

SIGNED W. W. Robertson Bend 97701
W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-90		County Jefferson
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-901	Project Number SOS-1600 (1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 231,371.00	$ 250,672.00
Federal funds	$ 198,446.00	$ 215,000.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of July, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 10, 1981

Federal Aid Project
No. SOS-1600 (1)

Madras/Prineville Hwy.-S. McMeen Cr. Section
Metolius/Grizzly County Road
Jefferson County

Revised Project Agreement Estimate

Type Code PE

Preliminary Engineering	All Required	$ 15,000.00

Type Code 5221
Roadway (Sta. 74 + 00 to Sta. 146 + 50)

Subtotal of previous estimate of January 23, 1980	$ 190,635.25

Previous Estimate

Flagman	140 Hour	20.15		$ 2,821.00
AR-2000 Asphalt in Asphalt Macadam	70 Ton	222.00		2,821.00
			Total	$ 18,361.00

Revised Estimate

Flagman	326 Hour	20.15		6,586.90
AR-2000 Asphalt in Asphalt Macadam (P.A. #2)	0	0		0.00
Emulsified Asphalt (P.A. #2)	101.65	212.00		21,549.80
Asphalt Cement in Mixture (P.A. #4)	55.41 Ton	182.04		10,086.84
				38,223.54
			Increase	19,862.54
			Subtotal	210,497.79
			Engineering	25,174.21
			Total	$ 235,672.00

Length of Roadway - - - - - - - - - - - 1.373 mi.
Cost of Roadway Per Mile- - - - - - - $ 171,647.49

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 15,000.00	$ 12,865.00	$ 2,135.00
Roadway	235,672.00	202,135.00	33,537.00
Total	$250,672.00	$ 215,000.00	$ 35,672.00

Group 1 - 100%
Contract No. 9075
Prefix - 216 - 1974
Prefix - 216 - 1049

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2 - 38		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jefferson
MODIFICATION NUMBER 1		Project Number SOS-1600(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 231,371.00
Federal funds	$ 12,865.00	$ 198,446.00
Other revisions		

This modification is made for the following reasons: To include the Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ~~30~~ 4th day of ~~January~~ February, 19 80

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, January 23, 1980

Federal Aid Project
No. SOS-1600(1)

MADRAS/PRINEVILLE HWY. - S. McMEEN CR. SECTION
METOLIUS/GRIZZLY COUNTY ROAD
JEFFERSON COUNTY

Revised Project Agreement.

Type Code PE

Preliminary Engineering	All Required		$ 15,000.00

Type Code 5221
Roadway (Sta. 74+00 to Sta. 146+50)

Mobilization	All Required		$ 4,500.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	274 Sq.Ft.	5.00	1,370.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	140 Hour	20.15	2,821.00
Chain Saw	40 Hour	3.75	150.00
Loader	40 Hour	50.00	2,000.00
Motor Grader	50 Hour	42.50	2,125.00
Roller	40 Hour	50.00	2,000.00
Tractor With Dozer	40 Hour	65.00	2,600.00
Tractor With Dozer and Ripper	40 Hour	80.00	3,200.00
Dump Truck	80 Hour	39.50	3,160.00
Backhoe	25 Hour	42.00	1,050.00
Laborers	75 Hour	20.15	1,511.25
Watering	390 M.Gal.	15.00	5,850.00
Aggregate Subbase	14,100 Ton	6.50	91,650.00
3/4"-0 Aggregate Base	4,000 Ton	7.00	28,000.00
Aggregates in Asphalt Macadam	900 Cu.Yd.	13.00	11,700.00
AR-2000 Asphalt in Asphalt Macadam	70 Ton	222.00	15,540.00
Asphalt in Seal Coat	20 Ton	222.00	4,440.00
Furnish 18-inch Culvert Pipe	106 Lin.Ft.	8.00	848.00
Furnish 72-inch Culvert Pipe	12 Lin.Ft.	85.00	1,020.00
Roadside Seeding and Mulching	2 Acre	1,000.00	2,000.00
			$ 189,635.25

Anticipated Items		
Permanent Pavement Striping	All Required	$ 500.00
Temporary Erosion Control	All Required	500.00
		$ 1,000.00
	Subtotal	$ 190,635.25
	Engineering	25,735.75
	Total	$ 216,371.00

Length of Roadway - - - - - - - 1.373 mi.
Cost of Roadway Per Mile - - - - - - - - - $ 157,589.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 15,000	$ 12,865	$ 2,135
Roadway	216,371	185,581	30,790
Subtotal	$ 231,371	$ 198,446	$ 32,925
Reserve	19,301	16,554	2,747
Total	$ 250,672	$ 215,000	$ 35,672

Group 1 100%
Contract No. 9075
Prefix 216-1974
Prefix 216-1049

* Note: Limited amount.

Form PR-

9075

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-221	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-22-1	State Oregon County Jefferson Project No. SOS-1600 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx 10 mi. S.E. of Madras

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-16-78	3.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $ 15,000.00	FEDERAL FUNDS $ 12,865.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administretor)

For: G. L. Green

Date executed by Division Administrator SEP 22 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon September 18, 1978

Federal Aid Project
No. SOS-1600 (1)

Madras/Prineville Hwy.-S. McMeen Cr. Section
in Jefferson County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$15,000.00
	TOTAL	$15,000.00

Length of Project --------------- 3.0 miles

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	County Funds
Preliminary Engineering	$ 15,000.00	$ 12,865.00	$ 2,315.00
Retain in PS&E Status	236,000.00	202,135.00	33,865.00
TOTAL	$251,000.00	$215,000.00	$36,000.00

Group 1 - 100%
Prefix: 216-1974

9075

1-81

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TOTAL TO DATE JOB COST SUMMARY                                                     JANUARY 1981        PAGE 628
                                                                                       FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                  216    1972       298        00 N 9                                    743.51
                                  216    1972       905        00 P 1                                    100.63
                                  216    1972       914        00 P 1                                    281.05
                                                    TOT           P1                                     381.68
                                                 ** JOB TOTALS **            **              **          381.68 **

                                                                                                                STATE
  MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO      * FA PROJ NOS SOS 600001 100                              14,069.99CR
                                  216    1974       296        00 N 9                                  3,635.00
                                  216    1974       297        00 N 9                                 12,434.99
                                  216    1974       298        00 N 9                                  8,210.80
                                  216    1974       901        00 P 1                                  3,760.21
                                  216    1974       905        00 P 1                                    779.86
                                  216    1974       910        00 P 1                                     28.53
                                  216    1974       912        00 P 1                                     10.56
                                  216    1974       913        00 P 1                                      6.40
                                  216    1974       914        00 P 1                                     38.46
                                  216    1974       918        00 P 1                                     84.06
                                  216    1974       920        00 P 1                                  1,536.28
                                  216    1974       921        00 P 1                                     17.36
                                  216    1974       922        00 P 1                                     25.54
                                  216    1974       923        00 P 1                                 14,498.06
                                                    TOT           P1
                                                 ** JOB TOTALS **            **              **       14,498.06 **

                                                                                                                STATE
  GRANDVIEW @ CLOVERLAWN DR       CONT NO     * FA PROJ NOS SOS 700001 100  703.56CR        703.56CR    15,362.38CR
                                  217    1920       296        00 N 9       703.56          703.56       2,233.55
                                  217    1920       297        00 N 9                                   13,128.83
                                  217    1920       298        00 N 9                          .70         502.30
                                  217    1920       301        00 P 1                                       60.71
                                  217    1920       901        00 N 1                                   12,800.00
                                  217    1920       904        00 P 1                                      628.01
                                  217    1920       905        00 P 1                                      130.40
                                  217    1920       906        00 P 1                                       31.02
                                  217    1920       911        00 P 1                                       57.55
                                  217    1920       914        00 P 1                                       11.88
                                  217    1920       920        00 P 1                                      511.02
                                  217    1920       921        00 P 1                                       42.65
                                  217    1920       922        00 P 1                                      586.84
                                  217    1920       923        00 P 1                          .70      15,301.67
                                                    TOT           P1                                        60.71
                                                    TOT           N1
                                                 ** JOB TOTALS **            **             .70 **    15,362.38 **

                                                                                                                STATE
  SPRR XING @ CHOCKTOOT ST        CONT NO     * FA PROJ NOS RRP 133002 100
                                  218    1916       295        00 N 5                       111.56         111.56
                                  218    1916       296        00 N 9                       111.56CR       979.65CR
```

9075

December 21, 1979

CON 4

Jefferson County Court
Courthouse
Madras, Oregon 97501

Attn: Mr. Don Wood
County Roadmaster

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Central Oregon Pavings Inc., P.O. Box 728, Redmond, Oregon 97756 for the Madras/Prineville Hwy.-S. McKeen Creek Section on the Metolius-Grizzly Road. This is an OFF SYSTEM Project # S08-1600(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$189,635.25
Permanent Pavement Striping	$ 900.00
Temporary Erosion Control	500.00
4 1/2% Contingencies	8,578.59
9% Engineering	17,157.17
Est. Construction Costs	$216,371.01
Est. PE Costs	12,000.00
Est. Total Project Cost	$228,371.01
Less Federal Funds(86% of $228,371.01)=	196,399.07
Less PE Advance Deposit	2,135.00
County share of project costs	$ 29,836.94

Rec'd 1-11-80
Informed Unvin + Region

By rounding the County's Advance Deposit will be $29,850.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 11, 1980.

Please make your check for $29,850.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Orig. Signed by Swan

D. E. Swan
Operations Programming Engineer

DES:gf

bcc w/AD # 707: John Hagedorn, Region 4 Federal Aid Engineer
Vern Emery - Please return completed AD # 707 when check is received.

7015

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11 - 28 79

FEDERAL AID PROJECT NO.: SOS-1600(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 80376

COUNTY NAME: Jefferson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO Maclurng
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-5
only

DATE PS&E APPROVED 8-16-78	DATE AUTHORIZATION EFFECTIVE 11-28-79	FEDERAL ROUTE NUMBER Non-Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Madras/Prineville Hwy - South McMan Cr.

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 11-20-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 11-28-79	SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-818

9275

Jefferson County

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 20, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening December 20, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-1600(1)   Highway No. 2016 - County

Federal-aid Project Name Madras/Prineville Hwy.-S. McMeen Cr.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☐ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☒ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☒ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

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Staudenmeyer
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J.C.V.
BY FINAL DESIGN ENGINEER

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Bring Up / /
Action

7015

ROAD DESIGN SECTION

Wilmer W. Robertson
Resident Engineer

November 6, 1979

Fred Eriksen

Fred Eriksen
Design Engineer Supervisor

Subject: Madras/Prineville Hwy.-S. McMeen Creek Section
County Road (Metolius/Grizzly Road)
Jefferson County

The detail map for the project indicated the existing right-of-way width was 60 feet and that additional right-of-way was required at several locations to contain the new construction cut and fill slopes. We were advised the County had been furnished a copy of the map and would obtain the additional right-of-way required.

From Station 146+00 to 149+20, Left, the slopes are outside the normal 30-foot right-of-way but the need for additional right-of-way was not shown.

We have shown a proposed right-of-way line on the attached copy of the construction plans. Please advise the County of the need for this right-of-way so they can obtain it.

FE:ja

Attachment

REFERRED TO
Beard
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BY FINAL DESIGN ENGINEER

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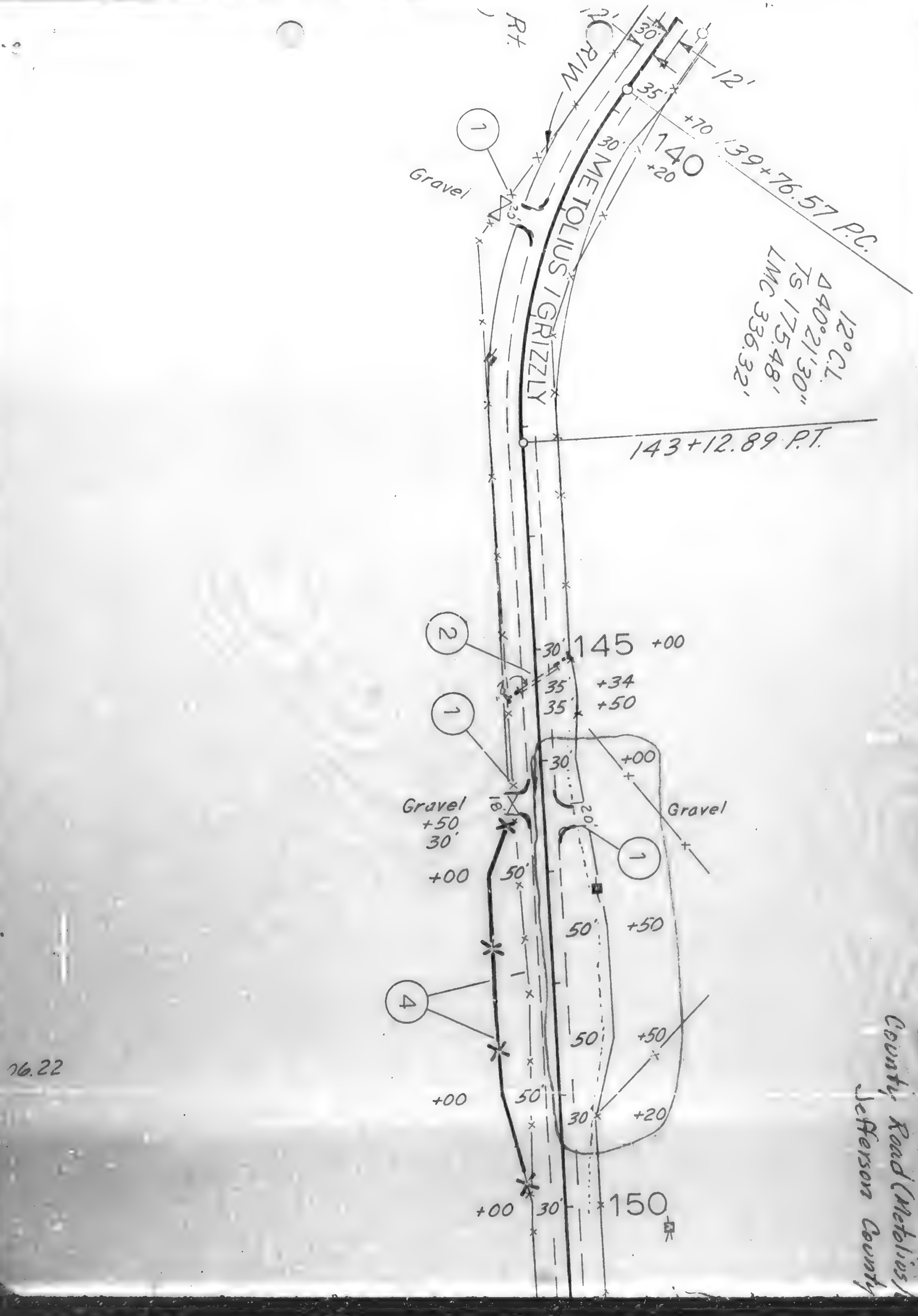
RECEIVED
NOV 6 1979
ROAD DESIGN SECTION

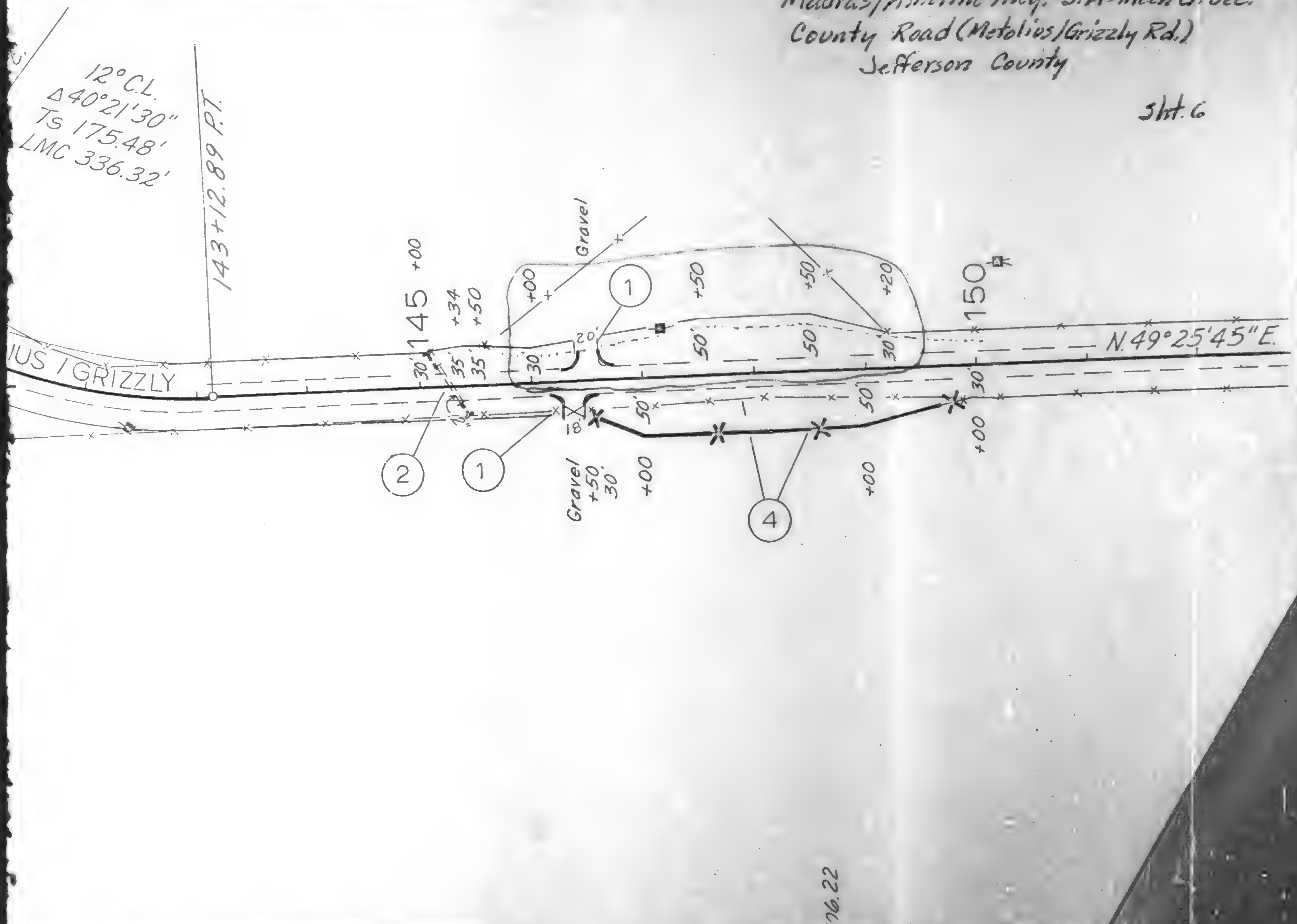
Do Not File ☐
Return To
Bring Up /
Action



Madras/Prineville Hwy. -
County Road (Metolius/
Jefferson County

Madras/Prineville Hwy.-S. McMeen C. Sec.
County Road (Metolius/Grizzly Rd.)
Jefferson County

Sht. 6



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                                                                            OCTOBER 1979        PAGE 436
TOTAL TO DATE JOB COST SUMMARY                                                  FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                                                                       STATE
SPTC XING @ SAGE RD-CENT PNT  CONT NO       FA PROJ NOS RRP 00S016 100
                               215    1966      905      00 P 1                                   56.10
                                                TOT         P1                                    56.10
                                            ** JOB TOTALS **              **               **     56.10  **
                                                                                                       STATE
SPTC @ SO STAGE ROAD          CONT NO       FA PROJ NOS RRS 00S003 100
                               215    1970      905      00 P 1                      116.09          116.09
                                                TOT         P1                       116.09          116.09
                                            ** JOB TOTALS **              **         116.09  **      116.09  **
                                                                                                       STATE
SPTC@11TH ST (WHITE CITY)     CONT NO       FA PROJ NOS RRS 00S004 100
                               215    1971      905      00 P 1          62.31        62.31           62.31
                                                TOT         P1           62.31        62.31           62.31
                                            ** JOB TOTALS **             62.31  **    62.31  **       62.31  **
                                                                                                       STATE
UPRR XING @ STRAUN RD         CONT NO       FA PROJ NOS RRO 00S033 100
                               216    1972      296      00 N 9                                      343.51CR
                               216    1972      298      00 N 9                                      343.51
                               216    1972      905      00 P 1                                      100.63
                               216    1972      914      00 P 1                                      281.05
                                                TOT         P1                                       381.68
                                            ** JOB TOTALS **              **               **        381.68  **
                                                                                                       STATE
MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO       FA PROJ NOS SOS 600001 100
                               216    1974      296      00 N 9      2,516.69CR    3,618.35CR     12,095.14CR
                               216    1974      297      00 N 9                                    1,635.00
                               216    1974      298      00 N 9      2,516.69      3,618.35       10,460.14
                               216    1974      901      00 P 1                      153.24        8,126.38
                               216    1974      905      00 P 1        282.50CR    2,771.83        2,771.83
                               216    1974      910      00 P 1                      102.72          779.86
                               216    1974      912      00 P 1         19.02         19.02           19.02
                               216    1974      913      00 P 1                                       10.56
                               216    1974      918      00 P 1          2.50         38.46           38.46
                               216    1974      920      00 P 1                                       12.14
                               216    1974      922      00 P 1          9.44          9.44            9.44
                               216    1974      923      00 P 1         25.54         25.54           25.54
                                                TOT         P1         226.00CR    3,120.25       11,793.23
                                            ** JOB TOTALS **           226.00CR**  3,120.25  **   11,793.23  **
                                                                                                       STATE
GRANDVIEW @ CLOVERLAWN DR     CONT NO     X FA PROJ NOS SOS 700001 100
                               217    1920      296      00 N 9                    1,375.30CR     14,805.30CR
                               217    1920      297      00 N 9                                    1,530.00
                               217    1920      298      00 N 9                    1,375.30       13,275.30
```

9075

OREGON

RANSPORTATION

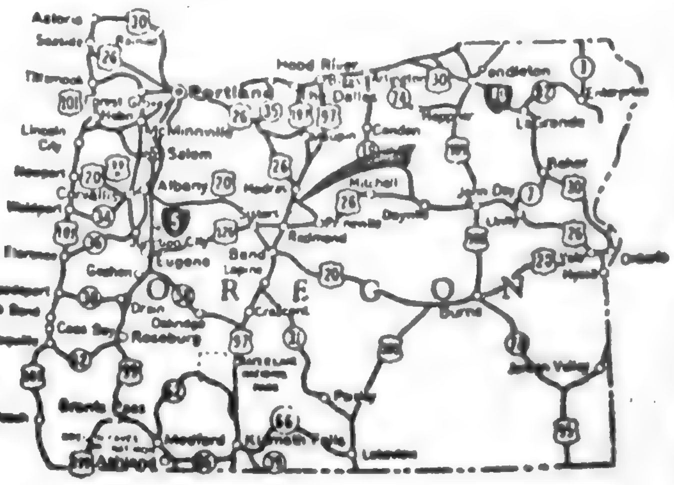
AY DIVISION

OSED PROJECT

MADRAS NEVILLE HWY.~S. McMEEN CR. SEC. COUNT. ROAD (METOLIUS/GRIZZLY RD.) JEFFERSON COUNTY				SHEET No. 1
ED ROAD Dr. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SOS

PRELIMINARY COPY
OCT 23 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Y.-S. McMEEN CR. SEC.
LIUS/GRIZZLY RD.)
COUNTY

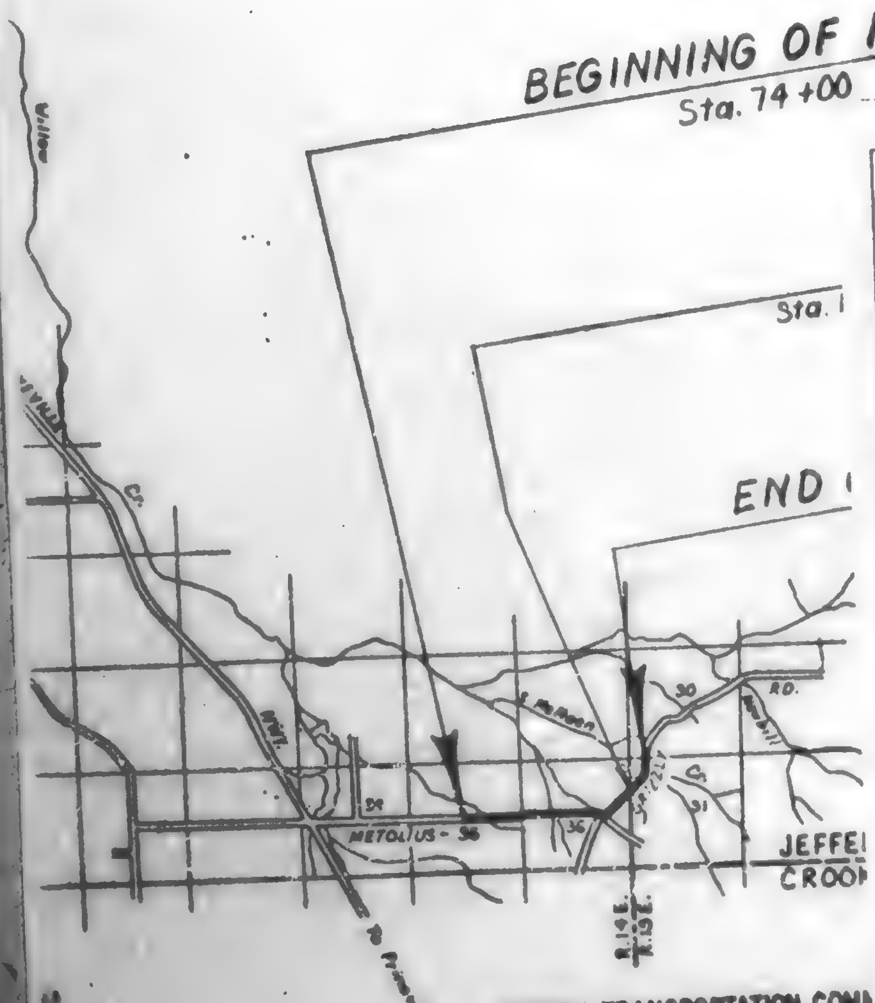
APPROVED .... 19....

COUNTY COURT OF .... COUNTY

BY ....
COUNTY JUDGE

....
COUNTY COMMISSIONER

....
COUNTY COMMISSIONER



OREGON TRANSPORTATION COM
Anthony Yturri CHAIRMA
Tom Walsh VICE CH
Gordon Coleman COMMISS
Peter J. Brix COMMISS
Michael P. Hollern COMMISS
Fred B. Klaboe DIRECTO

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-24-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photometry
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION:
John Hagedorn

FROM:
KR

COMMENTS:
Please forward to the county for their consideration and approval.

Form 731-0022 (7/78) SP*70682-734

9072

[illegible]
117 DOT Building
Salem, Oregon 97310

Highway# 2016

Prefix 216-1974

10-16-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-1600(1)
Project Name Madras/Prineville Hwy. - S. McMeen Cr.
McTelius - Grizzley Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Madras, Oregon, this 16th day of October, 1979

County of JEFFERSON

Herschel Read
County Judge/Chairman

Gordon Galbreath
Commissioner

Gary Smith
Commissioner

Certified By:

Right-of-Way Supervisor

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

```
                                                                                                   STATE
SPT  ING @ MAIN ST-ASHLND     CONT NO          FA PROJ NOS RRS 840001 100                  62.28
                                215    1965        905        00 P 1                        62.28
                                                   TOT        P1                            62.28  **
                                             ** JOB TOTALS **          **           **

                                                                                                   STATE
SPTC XING @ SAGE RD-CENT PNT  CONT NO          FA PROJ NOS RRP 00S016 100                  56.10
                                215    1966        905        00 P 1                        56.10
                                                   TOT        P1                            56.10  **
                                             ** JOB TOTALS **          **           **

                                                                                            00     STATE
UPRR XING @ STRAUN RD         CONT NO          FA PROJ NOS RRO 00S033 100                  343.51CR
                                216    1972        296        00 N 9                       343.51
                                216    1972        298        00 N 9                       100.63
                                216    1972        905        00 P 1                       281.05
                                216    1972        914        00 P 1                       381.68
                                                   TOT        P1                           381.68  **
                                             ** JOB TOTALS **          **           **

                                                                                                   STATE
MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO          FA PROJ NOS SOS 600001 100  597.02CR   597.02CR   9,073.81CR
                                216    1974        296        00 N 9                      1,635.00
                                216    1974        297        00 N 9                      7,438.81
                                216    1974        298        00 N 9       597.02     597.02     7,973.14
                                216    1974        901        00 P 1                       677.14
                                216    1974        910        00 P 1                        10.56
                                216    1974        913        00 P 1                        12.14
                                216    1974        920        00 P 1                     8,672.98
                                                   TOT        P1                         8,672.98  **
                                             ** JOB TOTALS **          **           **



                                                                    JULY 1979          PAGE  388
OTAL TO DATE JOB COST SUMMARY                                        FISCAL         GRAND TOTAL
                                                                  YEAR TO DATE        TO DATE
SCRIPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION   GR  CURRENT MONTH
                                                                                            00     STATE
RANDVIEW @ CLOVERLAWN DR      CONT NO       * FA PROJ NOS SOS 700001 100                  13,430.00CR
                                217    1920        296        00 N 9                     1,530.00
                                217    1920        297        00 N 9                    11,900.00
                                217    1920        298        00 N 9                       618.75
                                217    1920        901        00 P 1                        60.71
                                217    1920        901        00 N 1                    12,800.00
                                217    1920        904        00 P 1                       656.13
                                217    1920        905        00 P 1
```

Told Erickson
$10,000 + for PE
8/30/79

9075

9C15

Jefferson Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:216-1974

INTER-OFFICE CORRESPONDENCE
Bend, Oregon. 97701
May 16, 1979
1859

FROM: Jerry C. Thackery
Region Design Engineer

Jerry Thackery

SUBJECT: Location Information
Madras-Prineville Highway to
South McMeen Creek, County Road
Jefferson County
Prefix: 216-1974

Project goes from MP 1.4 to MP4.

TO: Frank Terpin
Location Engineer

Attached for your review find the following location information and supporting data:

1 - Roll Plan and Profile
1 - Each Location Engineer's Statement
Location Engineer's Narrative Report
1 - Pad Quantity Summary and Cost Estimate
1 - Pad Sub-Grade and Superelevations
1 - Pad Earthwork Calculations
1 - Pad Traverse Sheets
1 - Book Field Notes (Transit, Level, "X" Section & Topog)
1 - Set Surfacing Calculations
also 2 rolls X-sections - D Lewellyn

To D Christensen
7-2-79
see attached letter

The Resident Engineer has covered the major and minor areas of interest well in his narrative report. The only point I would like to draw special attention to is the paragraph concerning the project limits.

As stated, these limits may be adjusted by Jefferson County when the bids come in to fit available revenue of $250,000, designated for this project. This flexibility was the reason for setting the grading work up as equipment rental.

Fully Funded
at a Total $215,000 Federal
funds for this Project

JCT:pw
Enclosure

cc: W. Robertson
J. Hagedorn

To City-County
5-18-79
Returned
5/18/79

1672

MADRAS PRINEVILLE HWY. S. McMEEN CR.

NARRATIVE REPORT

Standards for this project were obtained from the Geometric Design Standards for Highways other than Freeways 1969. The vertical profile revisions were made to allow 40 M.P.H. stopping sight distances. The maximum horzintal curvature is 12 degrees, maximum percent of grade is 6.65 and the maximum superelevations are .05 per ft.

The traffic on this project was approximatly ten cars per day during the location survey. Slightly heavier traffic is anticipated during construction.

Grading work will be performed on equipmental rental basis. This will save on engineering money and be satisfactory in the completion of this type of project.

A few trees will have to be cut and a few will require trimming only.

Water may be obtained from Hay Stack Reservoir.

The two typical sections shown were requested by the county as their experience on the orginal road bed proved extra base material would be required on the areas shown, also upon excavating these areas it will balance the grading on the project. During the time of construction it may be less expensive to borrow material Lt. Sta. 146+00 or Rt. of Sta. 188+00 and leaving the old grade in place with additional 6" of base material on areas shown.

Project limits are Sta. 74+00 to Sta. 205+00. This may be adjusted to the moneys available for project.

A proposed quarry for this project is located 3.5 miles towards Madras from Sta. 228. A development plan has been included in this project datum. Jefferson County will handle negotiations for this area. This quarry has been in use for sometime and maybe ripped to obtain material for this project.

Fencing will be constructed by Jefferson County. Also the R/W acquisition will be by Jefferson County with assistance from the State of Oregon.

The utilities to be adjusted include power poles and a under ground telephone cable. The BPA transmission line x-ing at Sta. 145+50 is far above ground level and no towers within 300 ft. of roadway.

H.W. Robertson
4-30-79

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: February 28, 1979

FROM: for Gerald Wimer
Local Government Manager

SUBJECT: Project Redesignation
M.P. 1.4 to M.P. 4.9
Metolius-Grizzly Road
Jefferson County

We are redesignating Jefferson County's SOS project to fit the above description. It was formerly known as the Madras/Prineville Hwy.-S. McMeen Creek Section on Metolius-Grizzly Road. All records should be revised to reflect this name change and the attached map should be substituted.

HR:pf
Attachment

cc w/attachment:

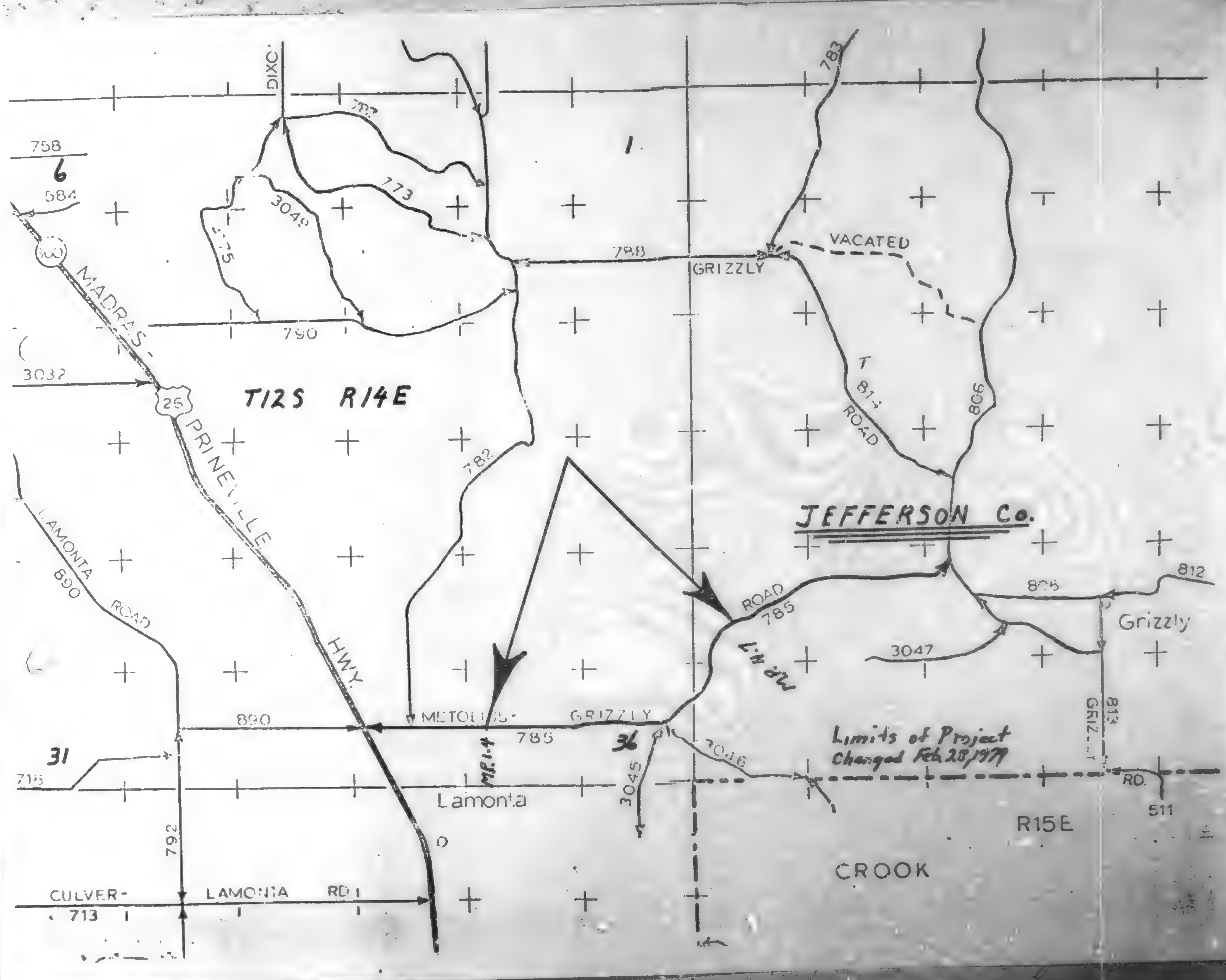
- F. B. Klaboe ✓
- H. S. Coulter
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- L. W. Rulien
- C. W. Head
- George Bell
- V. E. Skoog
- J. H. Versteeg
- L. E. George
- F. E. Terpin
- W. T. Hart
- J. B. Boyd
- R. Trygstad
- G. Potter
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- W. H. Wakerlig
- G. W. Wimer
- B. L. Gifford
- Region 4
  - Dale Allen
  - John Hagedorn
  - Harold Brainerd

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
MAR 1 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copy attached
to Card 670
fm

125-1387



Limits of Project
Changed Feb. 28, 1979

7975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
February 12, 1979

FILE: 16-1974

JRHagedorn

FROM: John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Project Limits Change
Madras/Prineville Hwy-South McMeenCr.
Jefferson County

TO:

Gerald Wimer
Project Management

On January 29, 1979, Region IV personnel met with County Judge Herschel Read and Roadmaster Don Wood, relative to the subject project. Minutes of the meeting are attached - also a letter from the Roadmaster, requesting the change in the project limits.

Mr. Dave Carter, FHWA, was appraised of the change and verbally stated that the FHWA would have no objection.

Per Dave Fenton's letter of January 30, 1979, (copy attached), the data shown on the assessment will remain the same - only the project limits will change.

Since the project will now begin 1.4 miles northeasterly from the Madras-Prineville Highway (The County does not record this highway by mile post), the project name should probably change to reflect M.P. to M.P. on the Metolius-Grizzly Road No. 785, with its connection to the Madras-Prineville Highway, being M.P. 0.00.

M.P. 1.4 to MP 4.9

Approved 2-16-79
Gerald Wimer

JRH:pw
Enclosures

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 14 1979
File: PM FA
TAA Reynoldson LG OP
Inform those who
need notification

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:216-1974

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
January 31, 1979

SUBJECT: Madras-Prineville Hwy-S.McMeen Cr.
Metolius-Grizzly Road, Co. Rd. 785
Jefferson County

FROM: Jerry C. Thackery
Region Design Engineer

TO: MEMO TO THE FILE:

--January 29, 1979, a meeting between Region IV personnel and representatives of Jefferson County was held in Madras at the County Shops office. Attending were R.C.Pool, Region Construction Engineer; W.W.Robertson, Resident Engineer; Roland VanCleave, Region Geologist; John Hagadorn, Redion Federal Aid Engineer; and Jerry C. Thackery, Region Design Engineer, all of the Oregon State Highway Division. Attending for Jefferson County were Hershel Read, County Judge; and Don Wood, County Roadmaster.

--Prior to the meeting, the OSHD personnel toured the job and took note of physical features that might affect the construction work.

--Leaving the Prineville-Madras Highway, heading north, the first 1.45 miles was oiled with a 0-9 mat. The roadbed for the next 3-5 miles consisted of granular material mixed with native soil. Only one major drainage crossed the roadway, 2.55 miles from the Madras-Prineville Highway. This drainage is being carried through a 96-inch C.M.P. A buried telephone cable runs along the right-of-way on the south side. A possible material source, privately owned, was 7.4 miles from the Madras-Prineville Highway.

--In the discussion between State and County representatives, it was decided to begin work at the end of the oil mat even though it is somewhat narrow. The County people felt they could upgrade this first 1.45 miles with their own forces. The typical section which would meet Jefferson County minimum standards was 24 ft. finished driving surface and 2-4 ft. graveled shoulders, for a total top width of 32 ft. The preliminary base design agreed upon consisted of an 8 inch ~~crusher run or~~ grid rolled base, plus 3 inches of leveling course. This determines the sub-grade width to be approximately 38 ft out to out using 3:1 rock slopes. Judge Read advised us that we should anticipate the need for 1-3 ft of sub-excavation in some areas, due to clay bogs. Lime treatment was discussed and discounted due to the relatively small zones requiring additional work. The County will have personnel identify these probable sub-excavation zones.

--The 96-inch drainage culvert was reported as being adequate for the flash type runoff, but will need to be extended.

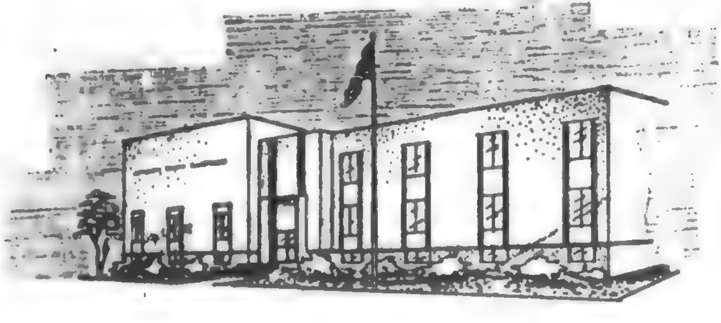
--It is anticipated that additional right-of-way will be required through some cut and fill area. The County agreed to acquire any needed R/W, but suggested that in our design we widen to the north side where additional R/W was to be purchased. Mr. Pool offered the assistance of our Right of Way department in handling the needed paperwork.

--It was decided to run a survey line with profile and needed cross-sections to insure the most efficient use of the funds and compliance with standards. With a speed limit of 30-40 MPH, most of the vertical alignment is adequate and the horizontal will require only minor changes. The earthwork will most likely be set up as Equipment Rental, which saves both on engineering and on the potential of overruns. The length of the proposed work would be between 2.0 and 2.5 miles with sum of $215,000 available for construction being the controlling factor.

--The County agreed to contact the owners of the prospective quarry site. If the site is available at a reasonable royalty rate, we will test the quarry, for suitability for both base and oil rock.

--An Archaeological study will be required, but from the experience related to us by Jefferson County officials, we do not anticipate any significant discoveries to be found.

JCT:pw
cc: W.W.Robertson, Resident Engr.
Hershel Read - Jefferson County Judge
Don Wood - Jefferson County Roadmaster
Dave Carter - FHWA
Bob Ewen - Construction
J.H.Versteeg - Engineering Section
John Hagedorn, Region Fed. Aid Engr.



Road Department
of
Jefferson County

Madras, Oregon 97741

January 30,1979

Mr John Hagedorn
Regional Federal Aid Engineer
Box 1249
Bend,Ore 97701

Dear John;

After our meeting on January 29,1979 the Jefferson County Court instructed me to write you requesting a change in the job limits of the Metolius-Grizzly Road (SOS 1600).

After reviewing the proposed project the Court felt that they would rather have the job start at the end of the oiled section which is 1.4 miles East on the Metolius-Grizzly road from the intersection of the Madras-Prineville highway and proceed as far as the money scheduled for this project will take us.

Thank you for bringing the Staff who will be working with us on the project for a get acquainted and pre work meeting. I know this will be a great help in all phases of the work.

Sincerely yours
Don Wood
Don Wood
Roadmaster

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 1 1979 RDE
RSO REGION 4 RBE
ASSIGNED________

216-1974

Bend, Oregon, 97701
January 30, 1979

David S. Fenton
Region Environmentalist

Project Change
Madras/Prineville Hwy-S.McMeen Creek
Metolius-Grizzly Road
Jefferson County

Gary Potter
Manager
Environmental Section

This project has changed in two ways, and the assessment should be modified accordingly:

— The project no longer begins at the Madras/Prineville Highway, but 1½ miles in from the highway. This is the end of the existing pavement. Total length is still 3 miles.

— Some right-of-way may be required to complete the project. The ROW would be minor strip-type takings, 10-15 feet wide, amounting in total to less than one acre (all from one ownership). Fencing will be moved, and there may be expansion of some cut and fill slopes. No structures are involved, and the land is used only for extensive grazing.

I do not feel that the above changes should affect the categorization of the project (3/NM) in any way. Further, I don't think that an archaeological reconnaissance is necessary. Long-time residents of the area report no evidence of Indian habitation in the immediate vicinity of the project.

DSF:pw
cc: Maxine Banks
G. Wimer
Wil Robertson

ROE RE RLE FAE
RECEIVED GEO
RTE
JAN 30 1979 RDE
RUE
RSO REGION 4 RBE
ASSIGNED F, /E

9075

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10/13/78	CC 1899		216-1974

BILL TO: Code:

Jefferson County
Courthouse
Madras, Oregon 97741
Att.: Mr. Donald Wood, Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the ~~Madras/Prineville Hwy. S. McMeen Creek~~ Section. SOS-1600(1) mp 1.4 & mp 4.7 (AD 492)			

Advance Deposit Amount $ 2,135.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 2,135.00
Transfer to Highway Fund $ 1,635.00
Refund Due $
Partial or final request for billing
Number of the previous request in connection with this service.

Amount Due $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W Wimer
Gerald W. Wimer

SP*35736-734

9075

1

September 5, 1978

Jefferson County
Courthouse
Madras, OR 97741

Attention: Elaine L. Henderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6715

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the Madras and Prineville Highway-Grizzly Road Section of the Metolius-Grizzly Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

7075

August 24, 1978

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attn: Hon Herschel Read
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the

Madras/Prineville Highway - South McMeen Creek Section
on Metolius-Grizzly Road. SOS-1600 (1)

Financial sharing of the preliminary engineering is:

Total P.E.	$15,000.00
Federal Funds	12,865.00
Balance	$ 2,135.00
Local Share:	$ 2,135.00

Rec'd 9/25/78 Told [illegible]

Please make your check in the amount of $2,135.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for G. W. Wiser
Local Government Manager

HR:pf

bcc: w/AD # ___: Vern Skoog - Please return completed AD # 492 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-1600(1)

STATE PROJECT NO. See below

COUNTY NAME Jefferson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80376

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Non Federal-aid
8-16-78	8-16-78	STATE ROUTE NUMBER	County Rd.

GENERAL LOCATION:

Madras/Prineville Hwy. - South McMeen Cr., Section

GENERAL DESCRIPTION OF WORK:

Preliminary engineering, grade, drain and oil.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage TEC NTE $15,000 F.F. $12,865
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 10, 1978, letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $236,000 federal funds $202,135 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE

Swan
8-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

9075

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80376
Project No. SOS-1600 (1)
Madras/Prineville Hwy. - S. McMeen Cr. Section
Jefferson County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work at an estimated total cost of $15,000 with an obligation of $12,865 in Federal funds.

2) Authorization for construction at an estimated total cost of $236,000 with an obligation of $202,135 in Federal funds.

CL:pf
Attachements

cc: D. Allen (Region 4)
H. Reynoldson

Budget Bureau No. 4[illegible]-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-10-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Approx. 10 mi. S.E. of Madras	ADT	PRESENT DHV. 15 100	FUTURE (68) N/A (70)	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Gr., Dr., & Oil	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	UA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 SOS -	NUMBER 23 7 1600

CARD

CLASS OF FEDERAL FUNDS Safer Off System Roads

NAME OF URBAN AREA

17-31

COUNTY NAME Jefferson

ROUTE NO. N

FEDERAL-AID Non (32)

STATE Co. Rd. (36) (37)

U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Madras/Prineville Hwy. - S. McMeen Cr. Section"	3.0	15,000	12,865	- - -	2,135 (Co
5					**ROW**							
5					**CONST** (CODE) 5221			3.0	236,000	202,135	- - -	33,865 (Co

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	3.0	251,000 (16) (23)	215,000 (24) (32)	- - -	36,000 (Co
1	14	PROGRAM APPROVAL DATES March 8, 1978					REMARKS	

Budget Bureau No. 41-R2067; Approval expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

8-10-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

OJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 10 mi. S.E. of Madras	**ADT**	PRESENT DHV. 15 100	FUTURE N/A	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680	ITEM NO. 80376

ED WORK (35 typewriter Dr., & Oil	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS -	NUMBER 1600	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.

DS Safer Off System Roads

COUNTY NAME Jefferson — CODE 031

ROUTE NO. N — FEDERAL-AID Non — STATE Co. Rd. — U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Madras/Prineville Hwy. - S. McMeen Cr. Section"	3.0	15,000	12,865	- - -	2,135 (Co)	Row - 60' min; Access Control-None; Parking Restrictions-None.
ROW								
CONST (CODE) 5221			3.0	236,000	202,135	- - -	33,865 (Co.)	
D BY CL		PROJECT TOTALS	3.0	251,000	215,000	- - -	36,000 (Co.)	

REMARKS

APPROVAL DATES March 8, 1978

-Over-

USCOMM DUSCOMM-DC 46905-P61

Madras/Prineville Hwy. - S. McMeen Cr. Section
Project No. SOS-1600 (1)

Existing Facility:

24-foot gravel surface roadway.

Adjacent Sections:

W. End - - - Jct. with State Hwy. 360 FAP 45
E. End - - - 24-foot gravel surface roadway.

Project Data:

Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Grade, drain and oil surface on existing alignment to provide for two 12 foot travel lanes with 5-foot gravel shoulders and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor Action project concurred in by FHWA on July 27, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required under Oregon Action Plan.
b) Location/Design - - Not a factor in the development of this project.

Accommodat

State-Co
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Maintenance

A State-
116, Tit

Note:

This proj

Accommodation of Utilities:

State-County Agreement will be prepared in compliance with Secondary Road Plan.

Maintenance:

A State-County Agreement will be prepared to comply with Section 116, Title 23 U.S.C.

Note:

This project is in Congressional District No. 2.

g utility

ignment to provide
avel shoulders and
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ly 27, 1978.

on Action Plan.
elopment of

9075

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 27, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-1600(-)
Madras/Prineville Hwy.-S. McMeen Cr.
Metolius-Grizzley Rd. 2016
Jefferson County OS

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's July 19, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

G. K. [illegible]
for G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 4, Env)

Environmental Section
July 31, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Dale Allen
R. L. Lammert
Larry Asbury
R. J. Vancleave
Gerald Wimer
B. L. Gifford (2)

PROJECT MANAGEMENT
PE ☑ CCE ☐ OM ☐
LE ☐ FAE ☐ OPE ☐
JUL 31 1978
PM FA
LC OP

SOS-1600(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 19, 1978

Section Madras/Prineville Hwy./ S. McMeen Cr.

Unit (if appl)

County Jefferson OS

City

Highway Metolius-Grizzley Rd. 2016

State Hwy. No. Off System

Termini: M.P.(if appl)

Length 3.0

Region 4

Construction Estimate $ 250,000.
Program Amount

B. Purpose of Project:

Grade, base, and oil road to improve its all weather characteristics and reduce maintenance costs.

C. Origin & History of Project:

Jefferson County Safer Off System Roads project.

D. General Description of Project:

Two twelve foot travel lanes with five foot rock slopes.

Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2-10'; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2-12'; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT NA; Projected ADT NA; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ______

Acres ______; Type of Relocation Req. ______________; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during Survey.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Jefferson County top priority for County Road improvement.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located at an elevation of 3,200 feet on the northwest slopes of Grizzly Mountain in Central Oregon. The topography is gently rolling and vegetation is sparse. Sage and juniper grow along the roadside and extend to the southeast. On the easterly end lies the Crooked River National Grasslands. Antelope, deer, and upland game birds are relatively abundant.

2. Cultural:

The major land uses in the area are cattle grazing, with some hay and dry-land grain production. The area is sparsely populated. Hunter traffic is heavy during the hunting season. The road was oiled at one time, however, due to heavy logging and power line construction in the area, the surface deteriorated and has been removed.

The Bonneville Power Administration's "Grizzley" is located adjacent to the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

No significant impact.

Consequences--Air Quality, Noise, Safety, etc.:

N/A

3. Estimated Impact on Land Use:

No significant impact, project limited in scope.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant impact, project limited to revitalizing wearing surface. No wetlands present in project area.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No significant impact on scenic resources. Archaeological resources are not expected to be encountered due to limited scope of proposed work.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project would not degrade air quality.

b. Noise Standards

No sensitive receptors in area. Project is unrelated to traffic noise as it will not materially affect volume of autos or trucks. A noise study report is not required.

c. Water Quality Standards

No water sources affected by project.

d. Area Land Use and Transportation Plans, and Zoning

Project consistent with land use goals of both local and state government.

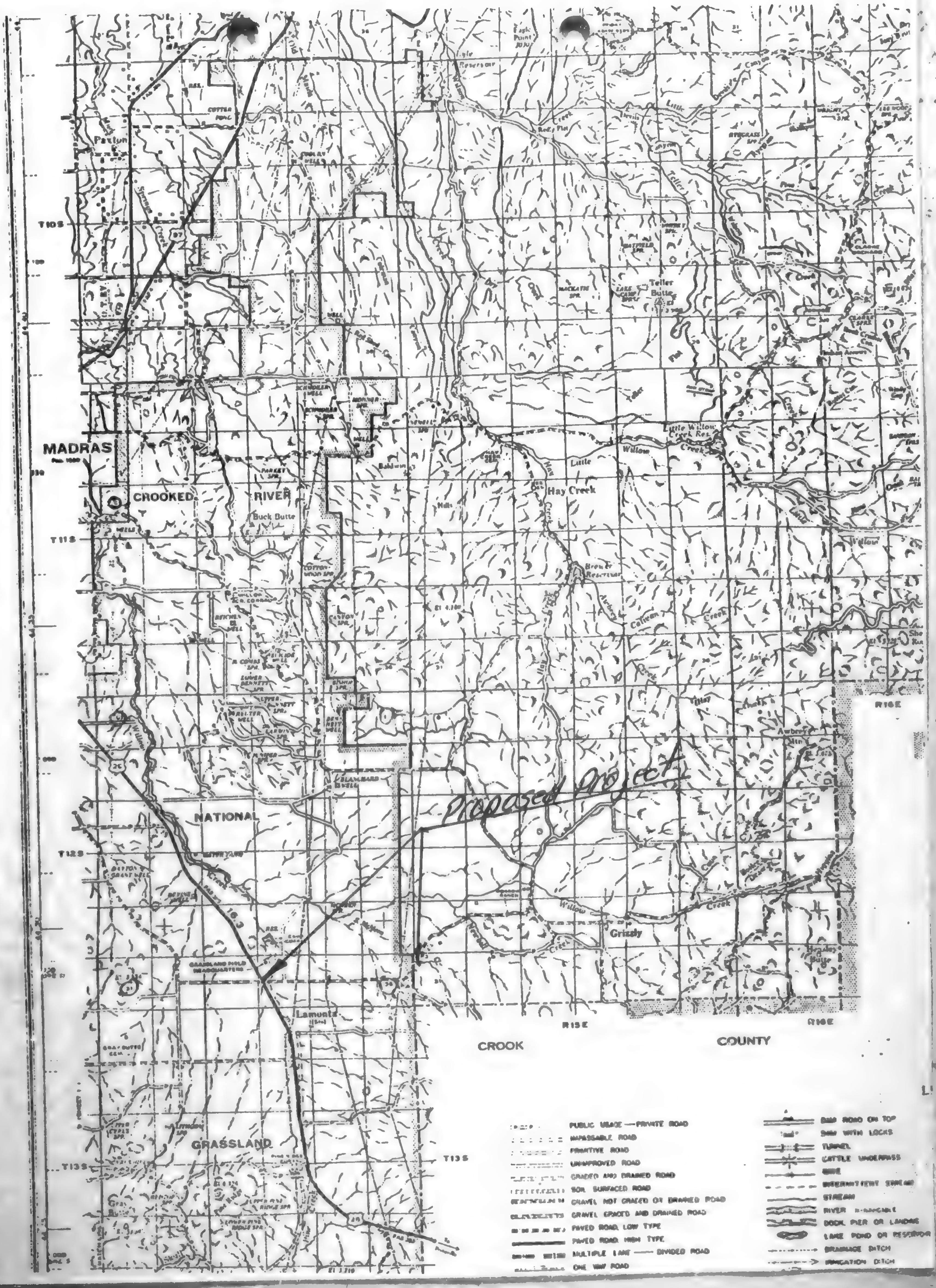
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Lack of major scale and adverse environmental impacts.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Proposed Project
MADRAS
CROOKED
RIVER
NATIONAL
GRASSLAND
Paxton
Buck Butte
Hay Creek
Little Willow Creek Res.
Teller Butte
Grizzly
Lamonta
Grassland Field Headquarters
Willow Creek
CROOK
COUNTY
T10S
T11S
T12S
T13S
R15E
R16E
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
BRIDGE
INTERMITTENT STREAM
STREAM
RIVER
DOCK, PIER OR LANDING
LAKE, POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH

bc:	R.A. Burco	V.E. Skoog
	F.B. Klaboe	J.H. Versteeg
	C.W. Head	E.L. Hardt
	E.S. Hunter	C.O. Fredrickson
	D.H. Moehring	A. Shirley, Jr.
	R.N. Bothman	Dale Allen
	George Bell	D.N. Harwell

July 6, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer OFF-SYSTEM Roads Projects

On the consent calendar for the July 18, 1978 meeting will be requests for approval of five SOS-R projects.

The City of Sutherlin has requested that their project be increased from $75,000 to approximately $350,000. This will extend the work on Umatilla Street, and will include some work on N.E. 4th Avenue. The City has the necessary additional funding.

Jefferson County is requesting a grading and paving project for $250,000 on the Madras/Prineville Highway-Grizzly Road Section on the Metolius-Grizzly Road. The project is approximately 3 miles long.

Polk County's request is for a paving and structure project on the Buell-Mill Creek Park Section on Mill Creek Road for $250,000. The project will be apprximately 3.3 miles long.

The project requested by Yamhill County is for a bridge over the N. Yamhill River on the Oak Ridge Road. The amount of approximately $143,600 has been set up for the project. This amount will be supplemented in the future up to $250,000 when funds become available.

Special Road District #6 in Deschutes County is requesting a bridge over the Deschutes River in Deschutes River Homesites in the LaPine Recreation area. The structure is estimated to cost $75,000.

The Federal funds required for these projects is estimated to be $682,600 and the matching funds by the local governmental enities is $385,000.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

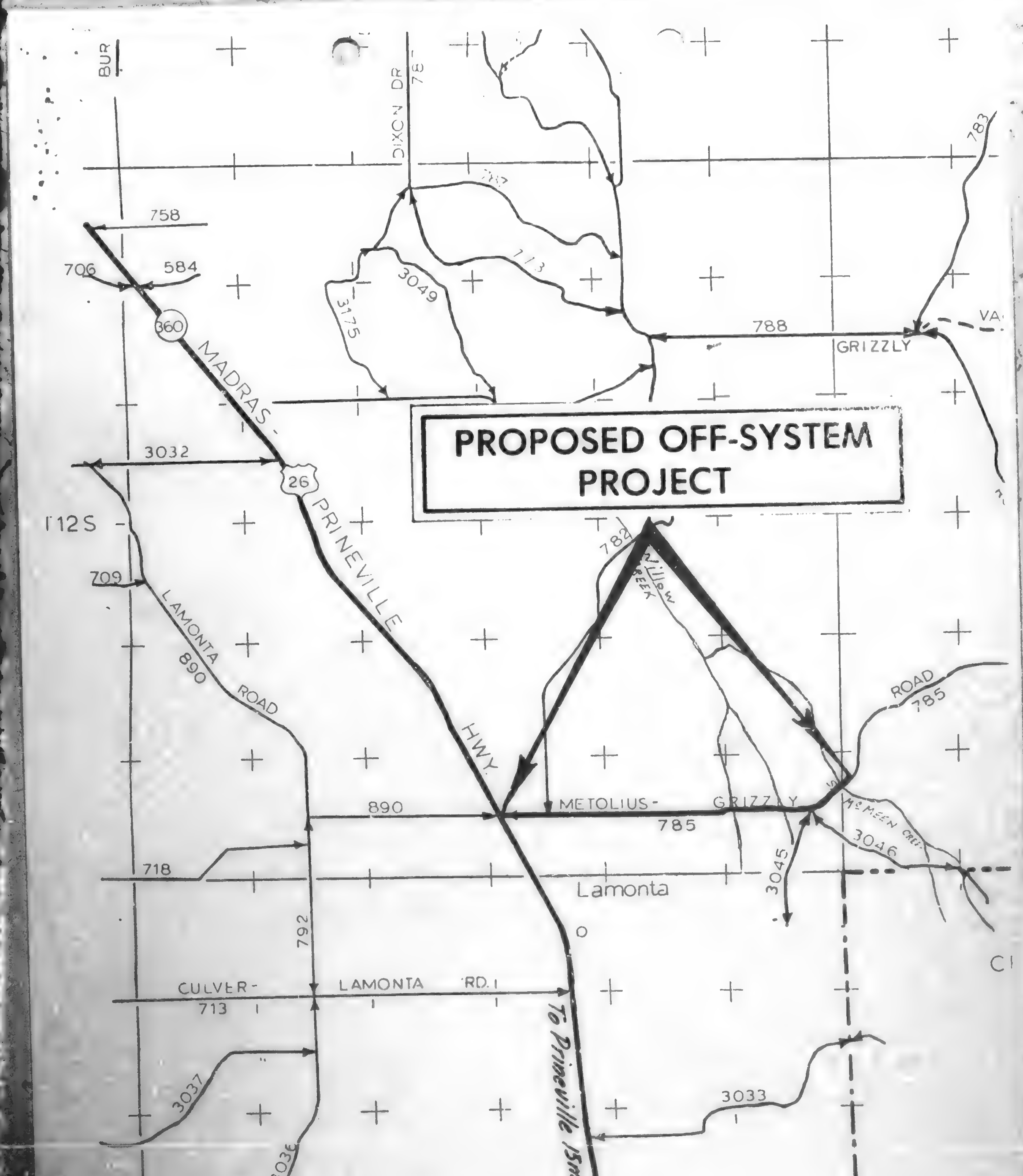
JEFFERSON COUNTY
Proposed SOS Project

Madras/Prineville Hwy.-Grizzly Road Section
Metolius-Grizzly Road #785
Grade, Surface, and Oil
3 miles
$250,000

Grade, surface, and place oil mat wearing surface having two 11' travel lanes and 6' shoulders, of which 1' will be oiled and 5' gravel.

No additional right-of-way is required.

Engineering performed by State forces.


PROPOSED OFF-SYSTEM PROJECT
BUR
DIXON DR
78
758
706
584
360
3175
3049
713
788
GRIZZLY
783
MADRAS-PRINEVILLE HWY.
26
3032
T12S
782
Willow Creek
709
LAMONTA 890 ROAD
ROAD 785
890
METOLIUS-GRIZZLY 785
McMEEN CREEK
3046
3045
718
Lamonta
792
CULVER-713
LAMONTA RD.
To Prineville 15mi.
3037
3036
3033
3043
T13S

Form 81-734-3033 9075 MPH0001 10

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Madras-Prineville Hwy-Grizzly Road [illegible] Date February 27, 1978

Highway Metolous-Grizzly Road, County Road No. 785 Authorization No. 1

County Jefferson Survey Prefix 216-1974 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the Madras-Prineville Highway easterly on the Metolius-Grizzly Road, County Road No. 785, a distance of 3.0 miles.

Purpose of survey:

Prepare plans, specifications and estimate of cost for grading and oiling.

SOS-1600(1)
8-16-78

cc 1899
AP 492 ✓

Estimate of cost:

Field	901	12,000
Plans	905	1,000
Soils	910	1,500
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $15,000

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Field Engineer

Recommended for Approval: Frank E. Perpin, Location Engineer

Recommended for Approval: Regional Engineer

Approved: Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19160-734

Madras-Prineville High[illegible]-Grizzly Road Prefix ____ Auth. No. 1
ection ____ Jefferson
Metolius Length 3.0 County ____
ighway ____

		Authorized	Spent to	Total Required
ield Survey	*(901)	12,000.		
itizen ~~Input~~ PARTICIPATION	*(902)			
onsultant	(904)			
inal Design	(905)			
ridge Design	(906)			
reliminary Design	(907)			
/W Descriptions	(909)			
oils & Geology	*(910)	1,500		
raffic	*(911)			
andscape	(912)			
iaison	*(913)			
Utility	*(914)			
Photogrammetry	(916)			
Location Studies	(918)			
Engr. Graphics	(919)			
Office Engineer	(920)			
Specifications	*(921)			
Environmental	*(923)			
Planning	(924)			
Foundation Exploration	*(926)			
Seminars	(950)			
Hearings	*(980)			
Equal Opportunity	*(985)			
TOTALS				

Field ____ Office ____

ield Survey % Complete ____

emarks: ____

1859

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1978

Hon. Herschel Read
Jefferson County Judge
Courthouse
Madras, OR 97741

Dear Judge Read:

In December when you and Roadmaster Don Woods met with Larry Asburry and myself, several items were discussed regarding federal aid programs available in Jefferson County.

The FAS-C Program has some $230,000 federal funds allotted to Jefferson County that may be redistributed if a project request is not received in the near future. You indicated that "old 97" northeasterly of Madras was a prime candidate for widening by a grade and pave project and shoulder build-up.

One other potential for reconstruction was the Grizzly Road, formerly an FAS-C route, not now on any system. This route should be considered for inclusion on the FAS System in the future, or you could now make an application for a Safer Off-System Project, which funding is available on a first come-first served basis.

If any questions arise on these or other matters of mutual concern, please feel free to contact Larry Asburry in Bend or myself.

Best to you and Jefferson County in 1978.

Very truly yours,

D. N. Harwell

D. N. Harwell
County-City Coordinator
Project Management Section

NOTED
F. B. KLABOE

DNH:ljt

cc: F. B. Klaboe ✓
H. S. Coulter
C. M. Williams, Region 4
Larry Asburry, "

RECEIVED
DOT OPERATIONS

JAN 9 '78

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

FEDERAL AID PROJECT REQUEST

Date December 19,1977

Applicant Agency Jefferson County

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.________ Route Name Grizzly Road

Project Name Grizzley

Project Length 3 miles

Project Location (Attach sketch map)

Project Description Reconstruction and paving

Average Daily Traffic________ Design Speed 55 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 ft. Travel Lanes 2-10 feet Shoulders 2 ft.

Medians________ Parking________

Sidewalks________

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width 34 ft Travel Lanes 2-12 ft Shoulders 5 ft

Medians________ Parking________

Curbed________ Length Curb Radii________

Sidewalk/Bikeway________

Remarks________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft Minimum 60ft Maximum 60ft

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No______

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______
Remarks________

III. TRAFFIC CONTROL DATA

N/A

1. Existing Signalization and Location:

ROE RE RCE FAE
RTE RECEIVED GEO
RUE JAN 20 1978 RDF
RSO REGION 4 RBE
ASSIGNED________

2. Proposed Signalization:

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA

N/A

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: N/A

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

N/A

1. Are there any railroad crossings? Yes______ No______

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Road Office
2. Environmental — Road Office
3. Public Hearing — Road Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State X_______ Consultant_________

3. Will applicant perform any work prior to or after award of contract?
Yes_________ No X_______
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 200,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	50,000.00
PROJECT TOTAL	$ 250,000.00

Remarks

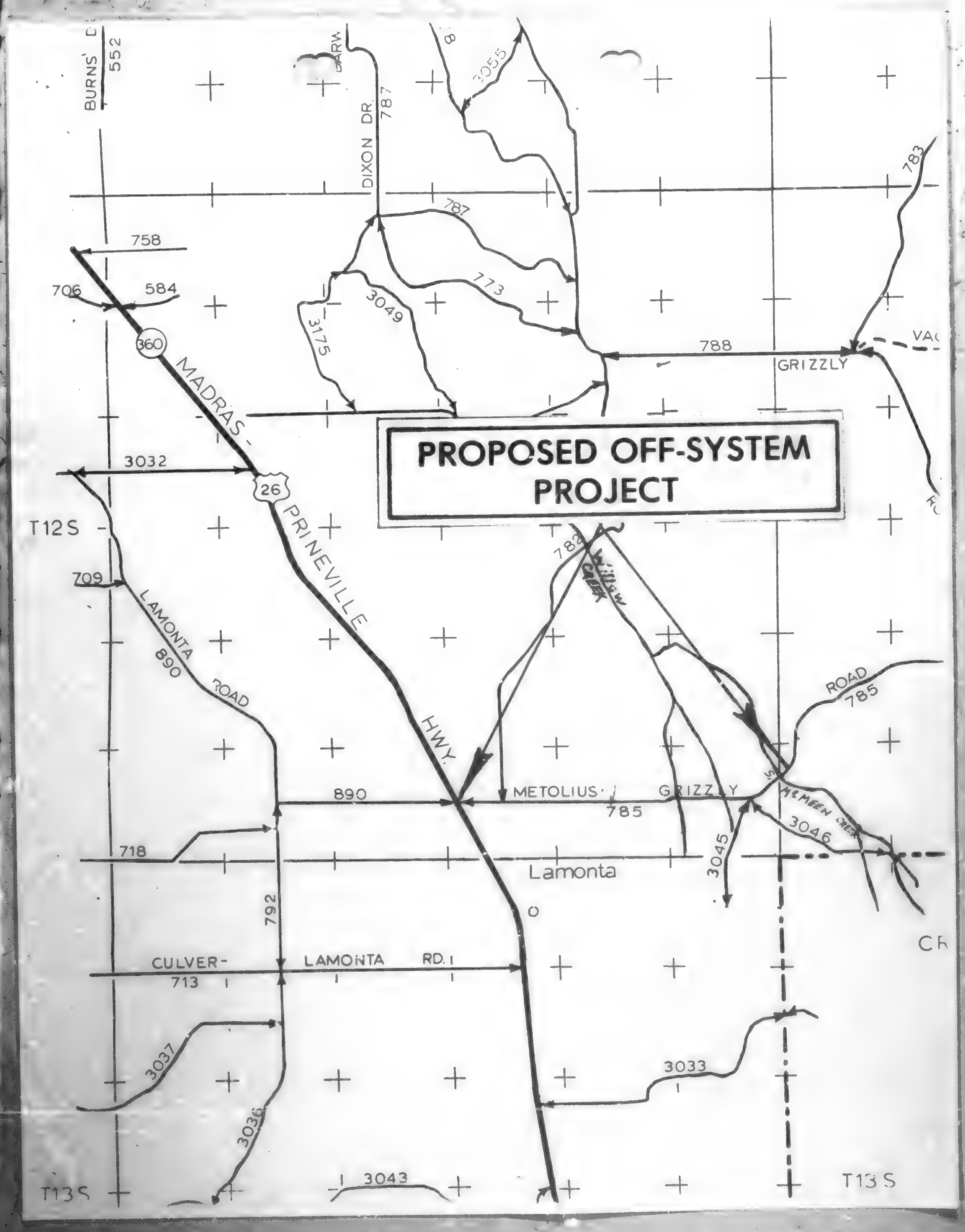
THIS APPLICATION IS AN OFFICIAL REQUEST FROM: M-1-78

CITY OF ____________ and/or Jefferson COUNTY

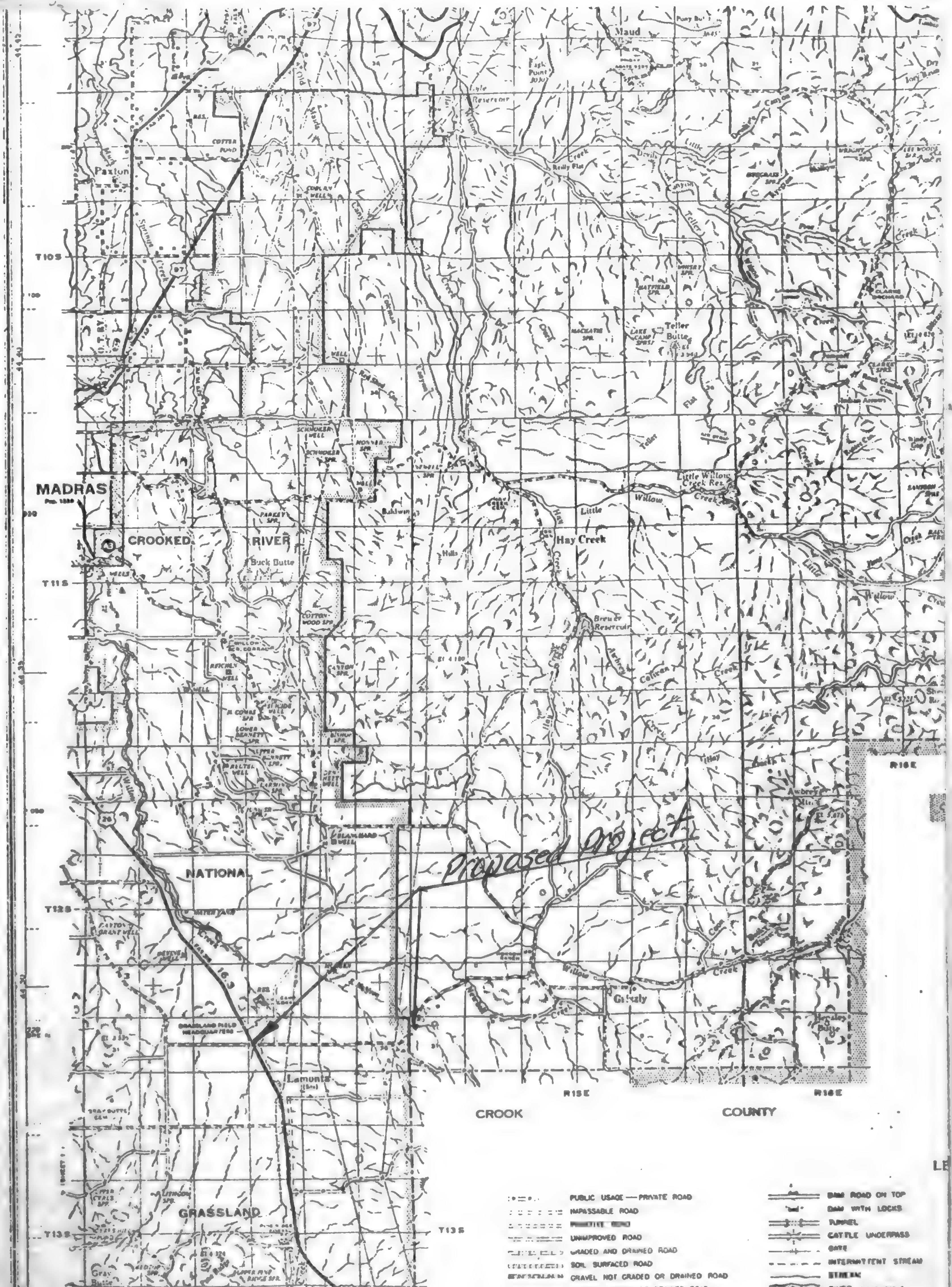
By____________ By Herschel Asad

By____________ By Gordon Galbraith

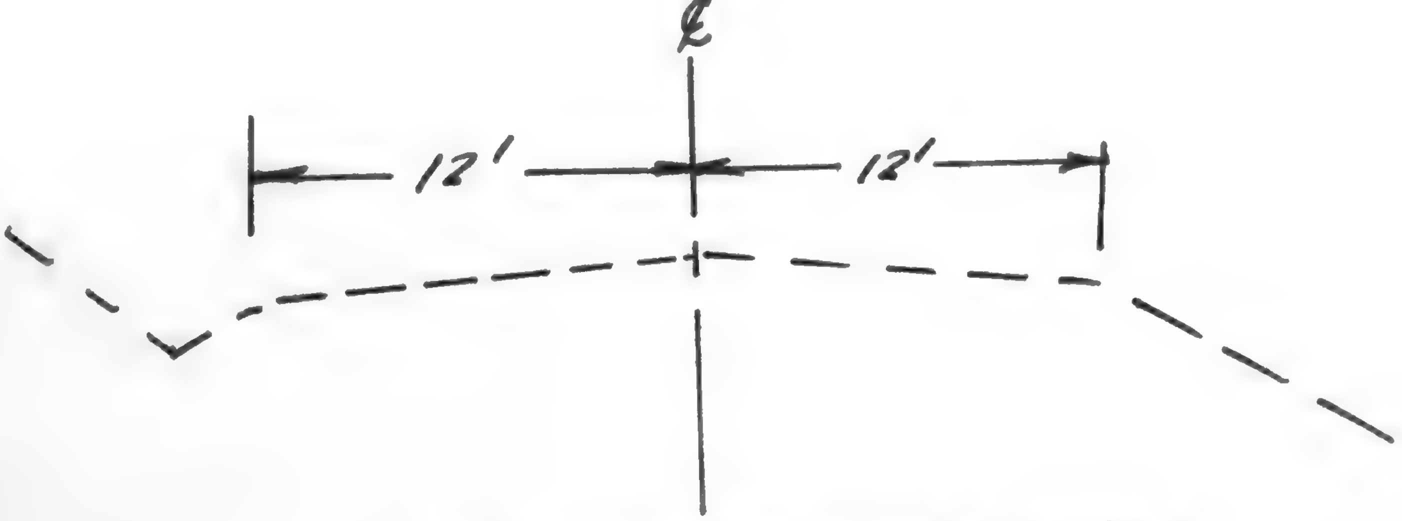
By Mary Dorton



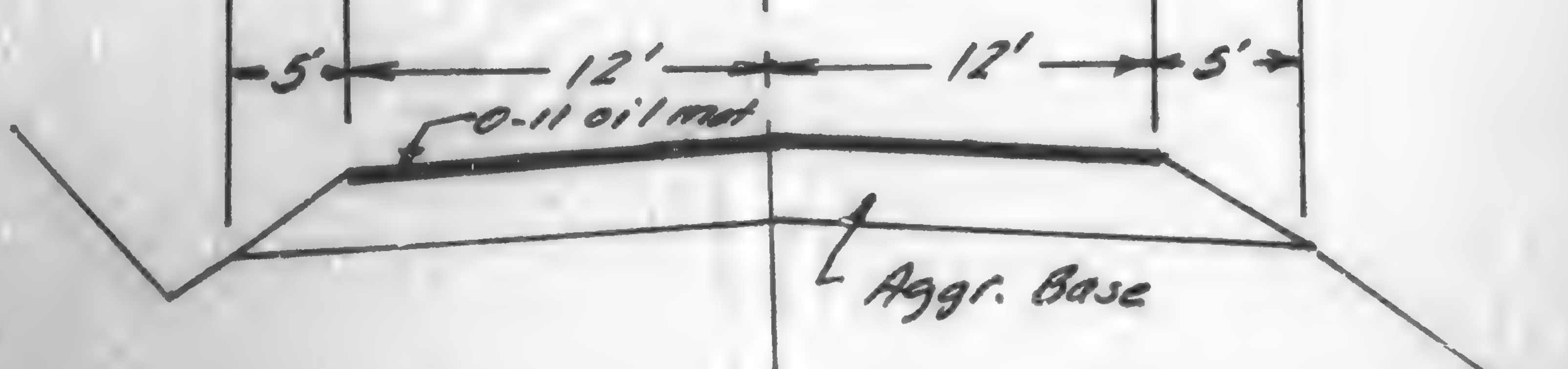
PROPOSED OFF-SYSTEM PROJECT

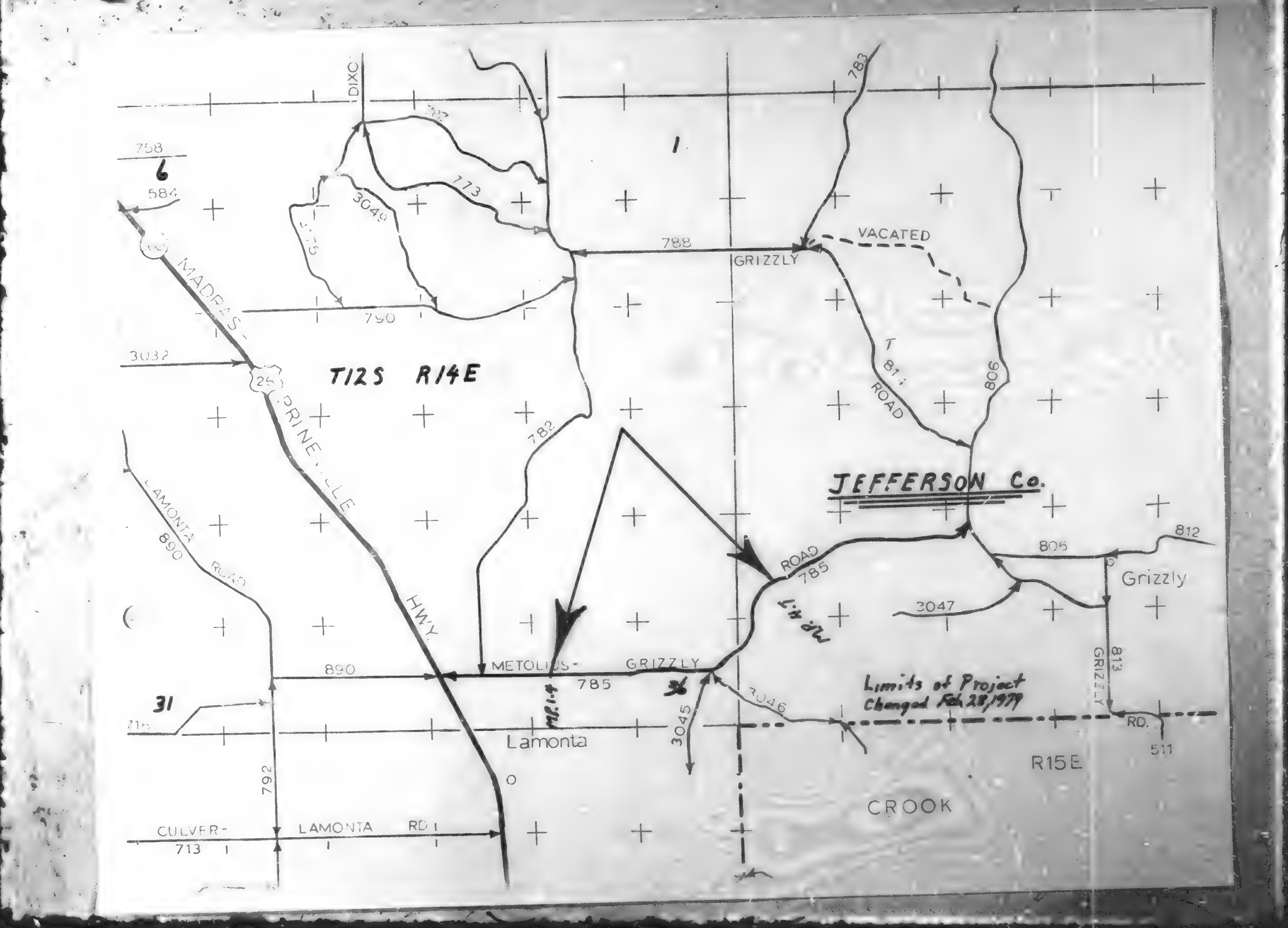

Maud
Lyle Reservoir
Reilly Flat
Little
Teller
Paxton
T10S
Teller Butte
Little Willow Creek Res.
MADRAS
CROOKED
RIVER
Buck Butte
Hay Creek
Little Willow
T11S
Breuer Reservoir
Coleman Creek
Willow
Proposed Project
NATIONAL
T12S
Willow Creek
Gateway
Grassland Field Headquarters
Lamonta
R15E
R16E
CROOK
COUNTY
GRASSLAND
T13S
Gray Butte
LE
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER NON-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH

Typical Section
Madras- Prineville Highway - Grizzly Road
Metolius - Grizzly Road
Jefferson County



Existing Typical Section




T12S R14E
JEFFERSON Co.
CROOK
R15E
Limits of Project
Changed Feb. 28, 1979
M.P. 1.4
M.P. 4.7
MADRAS-PRINEVILLE HWY.
26
METOLIUS-GRIZZLY 785
ROAD 785
LAMONTA 890 ROAD
CULVER-LAMONTA RD.
713
792
890
Lamonta
GRIZZLY 788
VACATED
ROAD 814
806
783
782
790
773
3049
3032
758
584
DIXO
3045
3046
3047
812
Grizzly
GRIZZLY 813
RD. 511
31
36
6
1

.1979 Grand Ronde-Wallace Bridge 9076
.Sec., Salmon River Hwy. 30 miles
.NW of Salem. (Paving)

C9a 7243 1-7-80

#9076 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co.,Inc. No. 9164	Troutdale-Sandy River Br. Multnomah County	April 10, 1981
Morse Bros., Inc. No. 9076	Grand Ronde-Wallace Bridge Polk County	April 10, 1981
Hamilton Electric, Inc. No. 8849	SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County	April 13, 1981
Dirt & Aggregate Interchange, Inc. No. 9182	SE Powell Blvd. Parking Lots "A" & "B" Multnomah County	April 13, 1981
Don Haisch Const., Inc. No. 9093	Banfield Interchange Multnomah County	April 15, 1981
C. H. Stinson, Inc. No. 9060	Maupin-Sherman Hwy. Jct. Wasco County	April 15, 1981
Fabricators, Inc. No. 9003	Black Canyon Cr.-Harper Jct. Malheur County	April 21, 1981
Poe Asphalt Paving, Inc. No. 9117	Ritter Jct.-Long Creek Grant County	April 28, 1981

May 7, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#7076

L

April 17, 1981

Safeco Insurance Co. of America
1500 S. W. 1st Avenue
Portland, OR 97201

CON 5
#9076

Gentlemen:

Contract No. 9076 awarded to Morse Bros., Inc., for paving on the Grand Ronde-Wallace Bridge Section of the Salmon River Highway in Polk County was completed on January 22, 1981, and accepted by the State Highway Division on April 10, 1981.

Final payment in the amount of $1,263.46 will be released to the contractor after April 22, 1981. The total contract amount is $830,631.47 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

tha

cc Morse Bros., Inc.
East Grant
Lebanon, OR 97355

bc C. T. Hassey
Walt Hart
V. E. Skoog Attn: Dick Haeck
C. O. Fredrickson

9076

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1980

In Reply Refer to File No CON 5 #9076

Morse Bros., Inc.
Post Office Box 7
Lebanon, OR 97355

Re: Time Extension Request
Grand Ronde-Wallace Bridge
Contract No. 9076

Gentlemen:

Your request for additional contract time on the above project has been carefully considered. A contract time extension of six calendar workdays is granted due to extra guardrail added to the project and for the Labor Day weekend when a stop work order probably should have been issued. There remains 11 days of liquidated damages on this contract.

Please contact Resident Engineer Don Thurston if you wish a further review of this matter.

Very truly yours,

NOTED
H. S. COULTER

D. B. Jackmond
For C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
Don Thurston
Bob Church

RECEIVED
STATE HWY ENGR
OCT 7 -'80
REFER TO
FOR

Info	Answ	R/D	D/R	Sign	Act	File

Form 734-3122

9076

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Grand Ronde-Wallace Br.	WEEK ENDING 9-27-80 SECTION PREFIX 27-1126
	HIGHWAY Salmon River	COUNTY Polk
NAME OF JOB Grand Ronde-Wallace Bridge	KIND OF WORK Paving	
CONTRACTOR Morse Bros.	CONTRACT NUMBER 9076	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 12-27-79	DATE WORK STARTED 2-27-80	ESTIMATED COMPLETION DATE 8-27-80
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS Work 180	WORK DAYS USED
MEN SUPERVISION	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 197
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109
PROJECT AUTHORIZATION $1,039,160.04		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $956,759.64	ENGINEERING AUTHORIZATION $82,400.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $849,378.41	ENGINEERING COST TO DATE $102,000.00	DATE PROJECT WAS COMPLETED 9-15-80
ESTIMATED PERCENT UNDERRUN 18 %	PERCENT OF AUTHORIZATION 124 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.69
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					5.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)					32,200 T
TOTAL QUANTITIES CORRECTED TO DATE					30,500 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Project completed 9-15-80			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 30 1980
CONSTRUCTION
BRANCH

Kassay
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inman
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 9-15-80
Working on Semi-final

SIGNED Don Thurston LOCATION Salem
Don Thurston Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

1016

January 7, 1980

Polk County Board of Commissioners
Courthouse
Dallas, OR 97338

AGR 4-2

Attention: Allene Kettleson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7243

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the use of a county road (Yamhill River Road) to detour highway traffic during construction of the Grand Ronde-Wallace Bridge Section of the Salmon River Highway in Polk County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

1016

HIGHWAY DIVISION - ODOT   378-6516

F I L E

November 30, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 20, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 20 on the following projects:

1. Drews Reservoir Rock Production
   Klamath Falls-Lakeview Highway, Lake County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Parsnip Creek Rock Production
   Warner Highway, Lake County
   Aggregate Crushing

   Same as No. 1.

3. Antone Junction Rock Production
   Ochoco Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

4. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway, Lane and Linn Counties
   Painting

   Same as No. 1.

5. S.E. Powell Blvd. at S.E. 122nd Avenue
   Mt. Hood Highway, Multnomah County
   Traffic Signals

   Same as No. 1.

6. Scholls Highway at S.W. 121st Avenue (Tigard)
   Washington County
   Traffic Signals

   Same as No. 1.

7. Pacific Highway West at Springbrook St. (Newberg)
   Yamhill County
   Traffic Signals

   Same as No. 1.

8. UPRR/Burnt River (Huntington)BBridge
   FAS B510, Baker County
   Structure

   Structure replacement. Twenty-eight-foot roadway on structure. Approaches to be constructed by others.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(c), which states, "footpaths and trails are not required t to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. S.E. 132nd Avenue-S.E. 142nd Avenue
   Sunnyside Road, Clackamas County
   Grading and Paving

   Curve realignment. Twelve-foot lanes with six-foot shoulders.

   Same as No. 8.

10. Florida Avenue-Vermond Avenue (North Bend)
    Sheridan and Sherman Avenues, Coos County
    Grading add Paving

    Couplet. Three lanes with parking. Sidewalk with curb ramps provided for pedestrian and bicycle traffic.

11. Teakwood Avenue-Myrtle Avenue (Coos Bay)
    Oregon Coast Highway (Bayshore Drive), Coos County
    Paving

    Left-turn lane construction.

    Same as No. 8.

12. Madras/Prineville Highway-S. McMeen Creek
Metolius-Grizzly Co. Road, Jefferson County
Oiling

Twelve-foot lanes with four-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

13. Grand Ronde-Wallace Bridge
Salmon River Highway, Polk County
Paving

Five and ten foot shoulders. This project will be striped and signed as a Class III Bikeway.

14. Spray Rock Rroduction
Kimberly-Long Creek Highway, Wheeler and Grant Counties
Aggregate Crushing

Same as No. 1.

RBS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Polk Co.

7076

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

yellow copy

TO: C. C. Fredrickson
Region 2 Engineer

DATE: October 10, 1979

FROM: Duane Christensen
Final Design Engineer

ORIGINAL SIGNED
DUANE C. CHRISTENSEN

SUBJECT: Grande Ronde-Wallace Bridge &
Wallace Bridge-Upper Salt Creek Sec.
Salmon River & Willamina-Salem Hwys.
Polk County

On the two subject sections there will be approximately 3,500 tons of aggregate shoulder material and 82,500 tons of asphalt concrete surfacing required. Do we have any State owned material sources that could be provided for these projects? Please review and give us your recommendations.

LKW:cj
cc: Jack Sullivan
L. Watson

1 Versteeg ✓
Anderson
Christensen
Olson
1✓ Sullivan LWS
Terpin
Trout
Wakerlly

Bill - file copy each
o.b.

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Contains Recycled Materials
81-125-1367

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SP*75683-125

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Polk Co.

ROAD DESIGN SECTION 378-6558

October 8, 1979

Bob Ellison

Lyle K. Watson

Grande Ronde-Wallace Bridge &
Wallace Bridge-Upper Salt Creek
Salmon R. & Willamina-Salem Hwys.
Polk County

Please review the following list of structures for guardrail connections. Three of the structures have the handrail and sidewalk on a radius at the structure ends. Paved ramps for bicycles are being planned at these locations. Please provide us with the standard drawings numbers or special drawings for all structures.

SALMON RIVER HIGHWAY

M.P.	NAME	Br. No.	S.W.
23.10	S. Yamhill R.	1344	2 3'-6"
23.77	S. Yamhill R.	0745	
27.17	S. Yamhill R.	8320	
27.28	O'xing Hwy. 30	8321	

WILLAMINA-SALEM HIGHWAY

M.P.	NAME	Br. No.	S.W.
0.33W	S. Yamhill R.	2081	? 3'-6"
3.97	Gooseneck Creek	2015	
4.71	Mill Creek	1756	2 3'-6"

LKW:mw
cc: Jerry Miller

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___Versteeg___
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___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

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39

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: Lyle K. Watson
Design Engineer Supervisor

DATE: August 24, 1979

FROM:
L. E. George
Traffic Engineer

SUBJECT:
Accident History on Overlay
Grande Ronde - Walace Bridge
Salmon River Highway #39
Polk County
M.P. 21.60 to M.P. 27.22

This acknowledges your correspondence dated August 15, 1979, requesting a review of accident history on subject section. Our investigation revealed no apparent accident problem areas. The 1978 accident rate for this section was 1.07 as compared to the statewide rate of 1.39.

L E George
L. E. George
Traffic Engineer

JB:jmb

REFERRED TO
Beard
Coln
Eriksen
Hager
Steudenmeyer
Semple
Watson LKW
Lau
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BY FINAL DESIGN ENGINEER

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39

STATE OF OREG   INTERO CE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: August 21, 1979

FROM: J. E. Backstrand
Supervising Design Engineer

SUBJECT:
South Yamhill River Br. 8320
Fort Hill Bridge 745
Valley Junction Br. 1344
Grande Ronde-Wallace Bridge Section
~~Salmon River Highway~~
Polk County

Recommendations for overlaying the structures in the Grande Ronde-Wallace Bridge Section are as follows:

Fort Hill Bridge 745 - Place one inch new AC wearing surface.

Valley Junction Bridge 1344 - Place one inch new AC wearing surface.

South Yamhill River Bridge 8320 - No new wearing surface. This deck is in bad condition and should not be covered up.

JEB:smd

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

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Staudenmeyer
Cole
Semple ✓
Watson
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#39

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Grand Ronde - Wallace Br. 4 Lanes
Prefix 27-1467
Highway Salmon River
County Polk
Date 8-16-79
Length 11,500
Miles 2.2 / 0.2
Designer Miller
Title
Signed

Grading & Drainage	Length with Tapers 11,500	$
Surfacing	STA. 50+00 - Sta. 165+00	$ 1,185,000
Extra Work		
striping	$ 5500	
TOTAL EXTRA WORK		$ 5500
TOTAL		$ 1,200,500
+ 30 % Engineering and Contingencies		$ 360,000
Structures		
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 1,560,500

Less 2-Lane Estimate - 552,100

$ 1,008 400

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AUG 20 1979
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SECTION
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REFERRED TO
Board
Cole
Dr.
File Copy
Due
FINAL DESIGN ENGINEER

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 8-16-79

Section Grand Ronde - Wallace Br. 4-Lanes
County Polk
Kind Of Work Grading & Paving 4-Lanes
Length 2.2
Name Miller

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization			8%		88500
	Temp. Protection Traffic			2%		21,700
	Temp. Signs & Barricades					12,000
	Flagmen					23,000
	Embankment in Place		C.Y.	32,600	3^{50}	114,100
	Aggregate Base Mat'l		Ton	29,000	7^{50}	217,500
	Aggregate Shldr. Mat'l		Ton	4760	8^{00}	38,080
	Asph. Conc. Class "B"		Ton	27,760	16^{00}	444,160
	Asph. Cement in Mix.		Ton	1800	115^{00}	207,000
	Asph. in Tack Coat		Ton	9	200^{00}	1800
	Extra For Road Approach		Each	15	150^{00}	2250
	Delineators		Each	55	15^{00}	825
	Culverts		All			5,500
	Watering		M-Gal	1100	10^{00}	11,000
	Finish. Rdbd & Slopes		All			7700
						$1,195,000

Surfacing Calculation Sheet

OREGON STATE HIGHWAY DIVISION

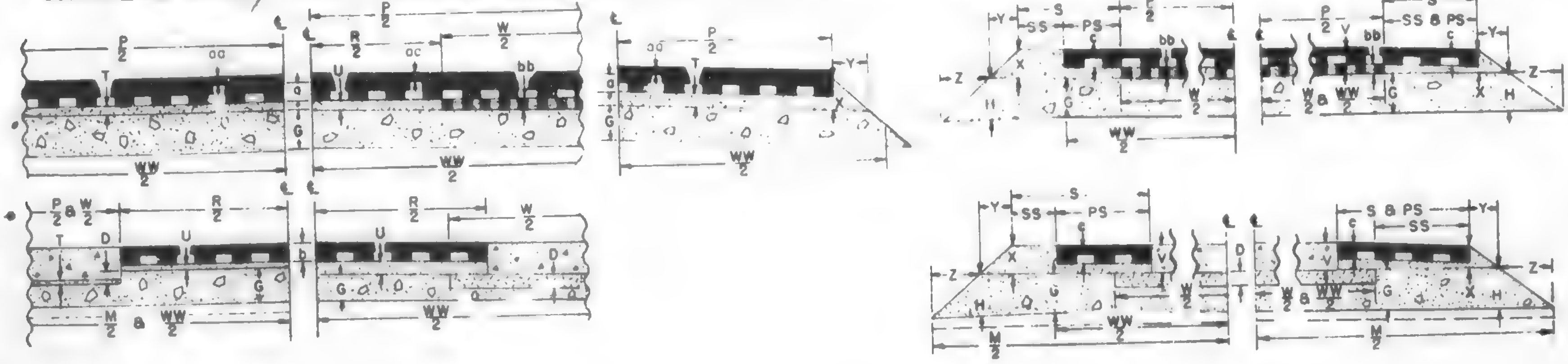
Sheet ______ of ______ Sheets

Made By Miller Date 8-16-79

Checked By __________ Date __________

Section Valley Jct - Sheridan Jct

Highway Salmon R. County Polk



sta. 55-160 Full width 10,500

50-55 500' taper = 250

160-165 500' taper = 250

11,000' Total

Earthwork

$\frac{80 \text{ SF} \times 11{,}000}{27} = 32{,}600$ C.Y.

Length of Section (L) 11,000 Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ______

LIME TREATED SUBGRADE (M) ______ X (L) ______ / 9 ______ (d) ______ Sq.Yds.

Lime (Depth in inches) ______ / 6 X .01125 X (d) ______ = ______ Tons

AGGREGATE BASE

[((G) ___ + (H) ___ / 2 X (SS+Y) ___) + ((H) 1.17 / X × (Z) 15½) / 27 + ((G) ___ + (H) ___ / 2 X (SS+Y) ___) + ((H) 1.17 / X × (Z) 15½) / 27] ((L) 11,000) = 14,777

((WW) ___ X (G) ___ X (L) ___ / 27) or [((WW) ___ X (G) ___) - ((D) ___ X (W) ___) X (L) ___ / 27] = ______

(1.30) = ______ Cu.Yds.

(1.96*) = 29,000 Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) ___ X (U) ___) + ((P) ___ X (T) ___) / 27] ((L) ___) = ______

Shoulders [((V) .75 + (X) 0 / 2 x (S) 3.5) + ((X) .1666 / X x (Y) 10) - ((PS) ___ X (C) ___) / 27] (2) ((L) 11,000) = 2427

(1.30) = ______ Cu.Yds.

(1.96*) = 4760 Tons

WATERING Crushed Material 33760 Cu. Yd. X .025 = 844

Earthwork 30,000 Cu. Yd. X ______ ** = ______

} 1100 M-Gals.

** Furnished by Construction Section

CEMENT TREATED BASE ((W) ___ X (D) ___ X (L) ___ / 27) ( )* = ______ (e) Tons

Cement in C.T.B .055 X (e) ______ = ______ Tons

Asphalt in Seal (W) ______ X (L) ______ X .000137 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ X (L) ______ X (bb) ______ X (Tons / Sq.Ft. 1" Thick)* ______ = ______ (f) Tons

Asphalt in Bituminous Base Mixture .055 X (f) ______ = ______ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "u", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (P) 24 x (L) 11,000 x (a) 5 x (Tons/Sq Ft 1" Thick) .00631 = 7329
Shoulders & Median (R)+(PS) 40 x 11,900 x (b or c) 7 x .00631 = [illegible]
(g) 27,760 Tons

Asphalt Cement in Mixture .065 x (g) ________ = 1800 Tons

ASPHALT CONCRETE WEARING COURSE (SEAL)

Roadway & Shoulders (P) ________ X (L) ________ X (aa) ________ X (Tons/Sq Ft 1" Thick) ________ = ________ (h) ________ Tons
Asphalt Cement in Mixture .07 x (h) ________ = ________ Tons
Cement Additive in Mixture .01 x (h) ________ = ________ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) [illegible] (L)) (00083) = ________ Cu. Yds.
Asphalt (*) = ________ Tons

TACK COAT Emulsified Asphalt ((WIDTH) 40 / 24 X (L) 11,000 / 11,000)
(.0000091) (New Bituminous Surfaces) ________ Tons
(.0000182) (Existing Surfaces) ________ 9 Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = ________ Tons
Emulsified Asphalt ( ) = ________ Tons
Aggregates (W DTH) ________ X (L) ________
1¼"–¾" ( ) = ________
¾"–½" ( ) = ________
½"–¼" ( ) = ________
¼"–#10 ( ) = ________
= ________ Cu. Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a, "aa," "b," "c" & "bb" shall be expressed in inches when used in calculating A.C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

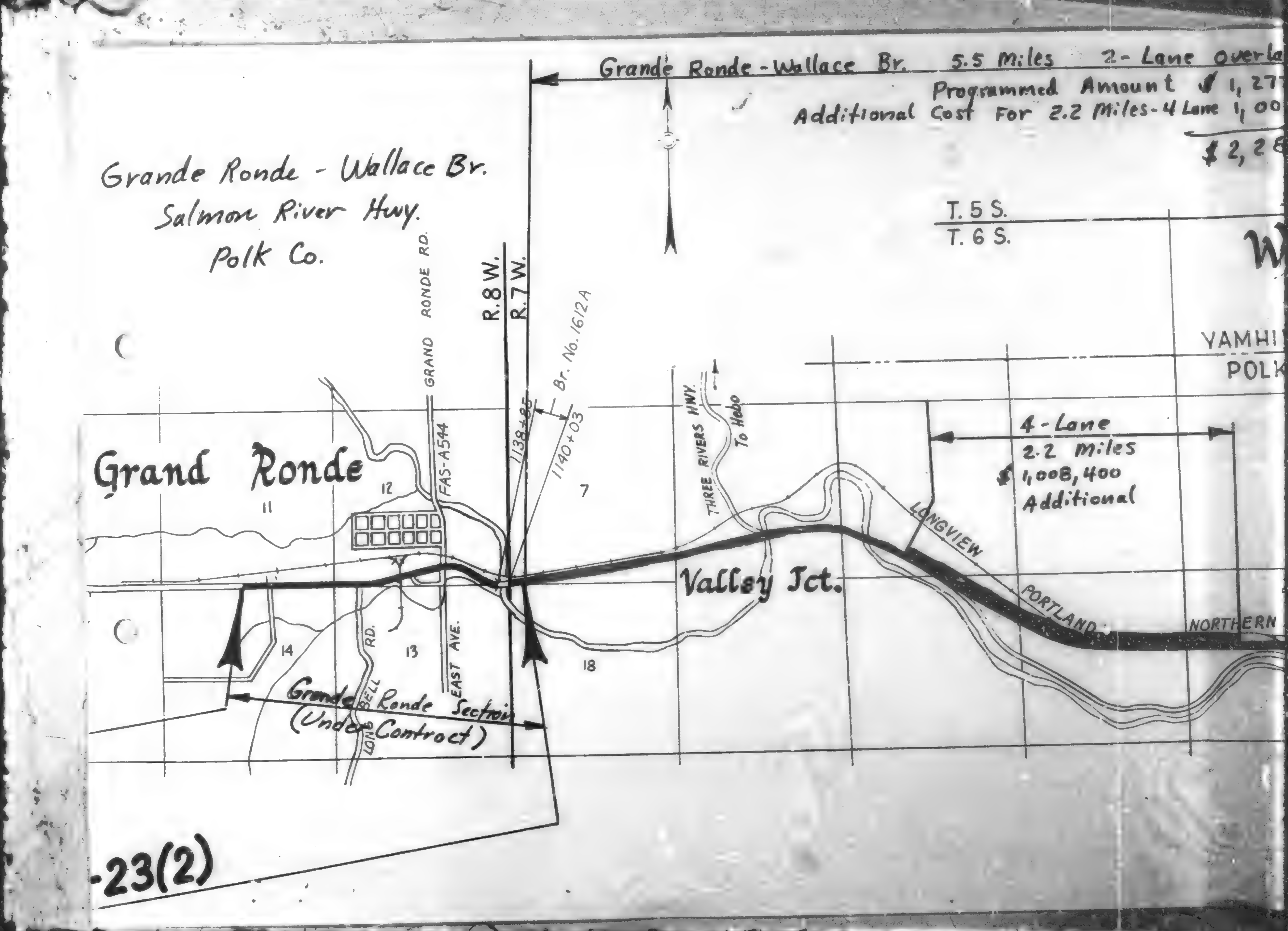
Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377 Rev. 7-74



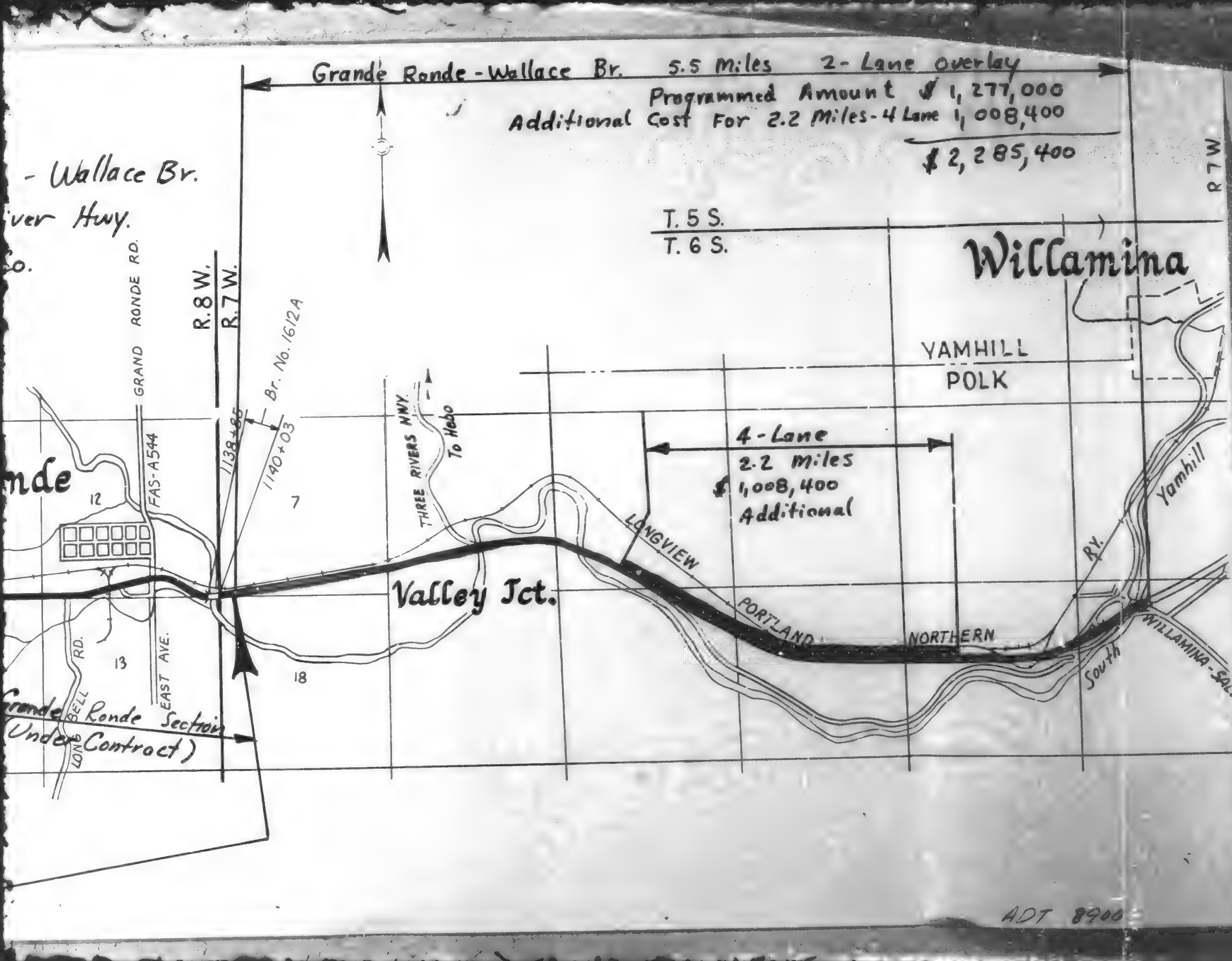
Grande Ronde - Wallace Br.
Salmon River Hwy.
Polk Co.

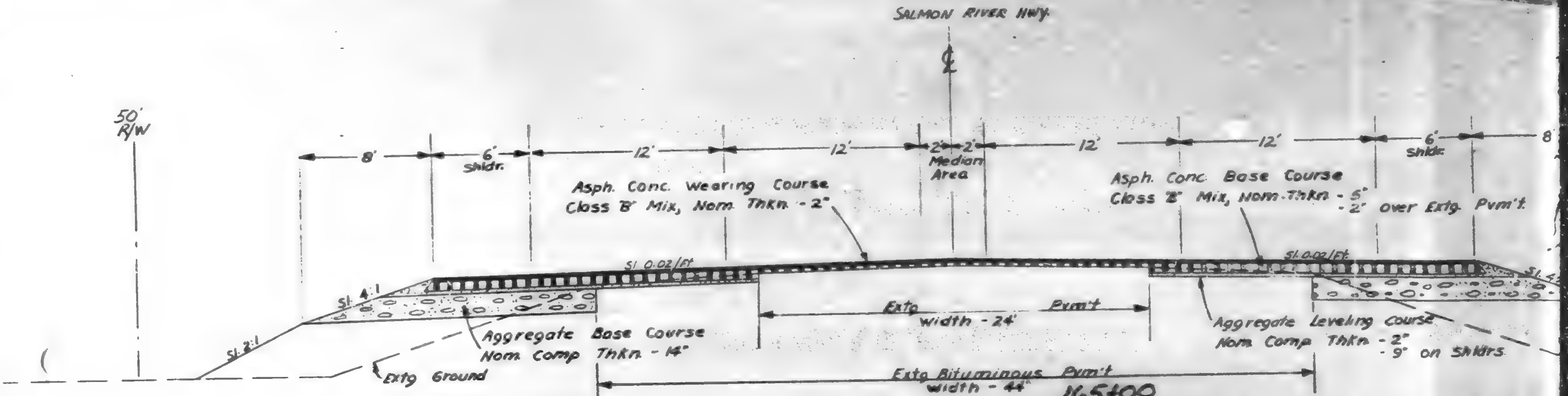
Grande Ronde - Wallace Br. 5.5 Miles 2-Lane overla
Programmed Amount $ 1,27
Additional Cost For 2.2 Miles-4 Lane 1,00
$ 2,28

4-Lane
2.2 Miles
$ 1,008,400
Additional

Grande Ronde Section (Under Contract)

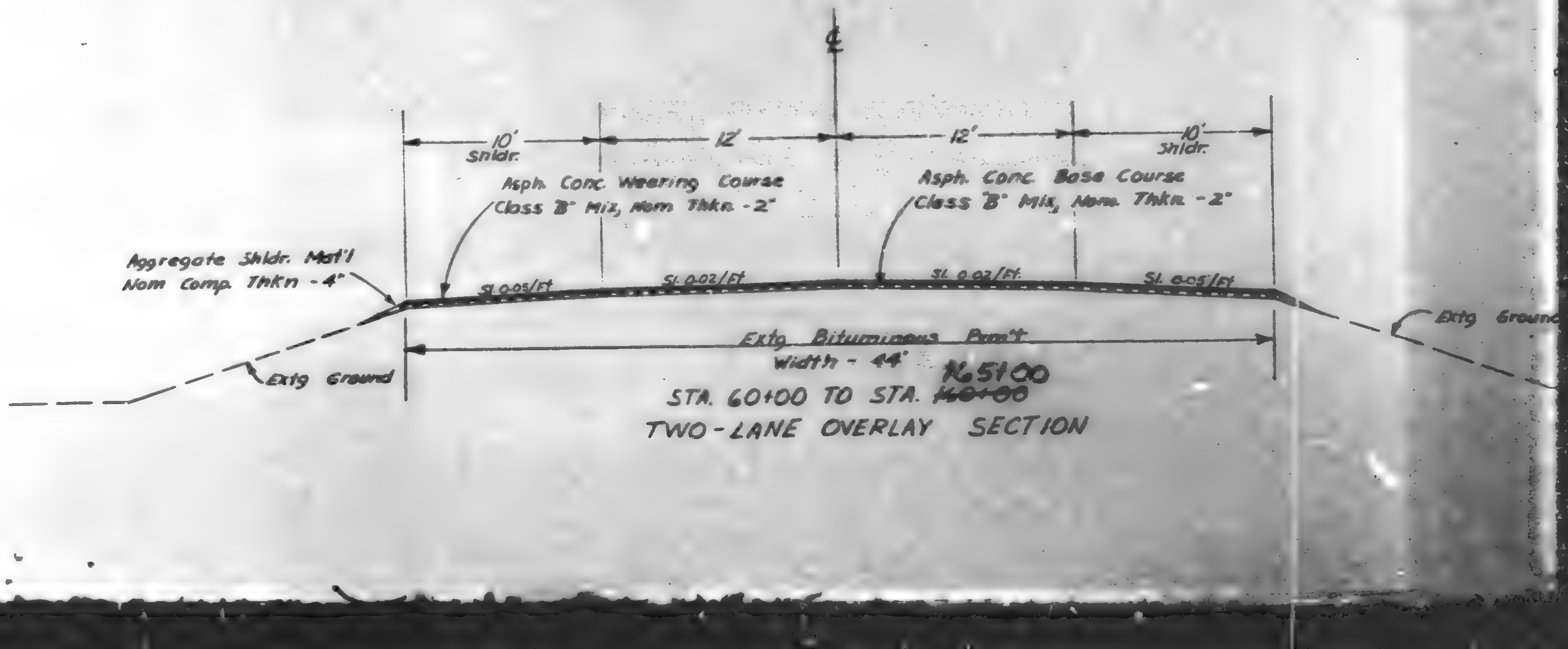
-23(2)


Grande Ronde - Wallace Br. 5.5 Miles 2-Lane overlay
Programmed Amount $ 1,277,000
Additional Cost For 2.2 Miles-4 Lane 1,008,400
$ 2,285,400
- Wallace Br.
iver Hwy.
o.
T. 5 S.
T. 6 S.
R. 8 W.
R. 7 W.
R 7 W.
Willamina
YAMHILL
POLK
GRAND RONDE RD.
FAS-A544
EAST AVE.
LONG BELL RD.
nde
12
13
7
18
1138+85
1140+03
Br. No. 1612A
THREE RIVERS HWY.
To Hebo
Valley Jct.
4-Lane
2.2 Miles
$ 1,008,400
Additional
LONGVIEW
PORTLAND
NORTHERN
RY.
South
Yamhill
WILLAMINA-SAL
Grande Ronde Section
(Under Contract)
ADT 8900



STA. 60+00 TO STA. ~~160+00~~ 165+00

FOUR-LANE RECONSTRUCTION SECTION



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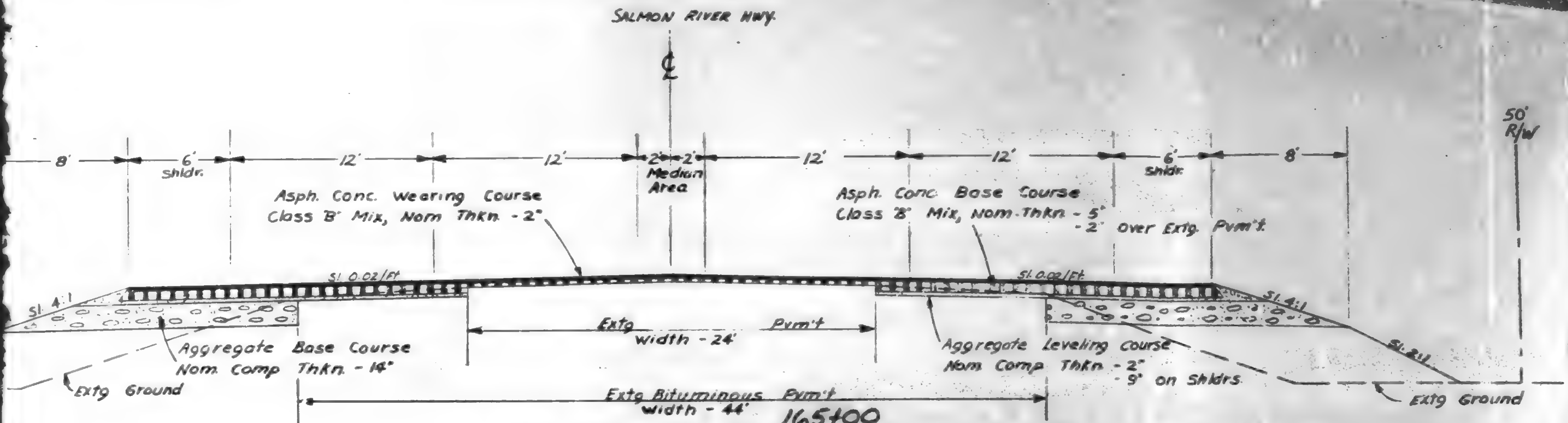
TWO-LANE OVERLAY SECTION



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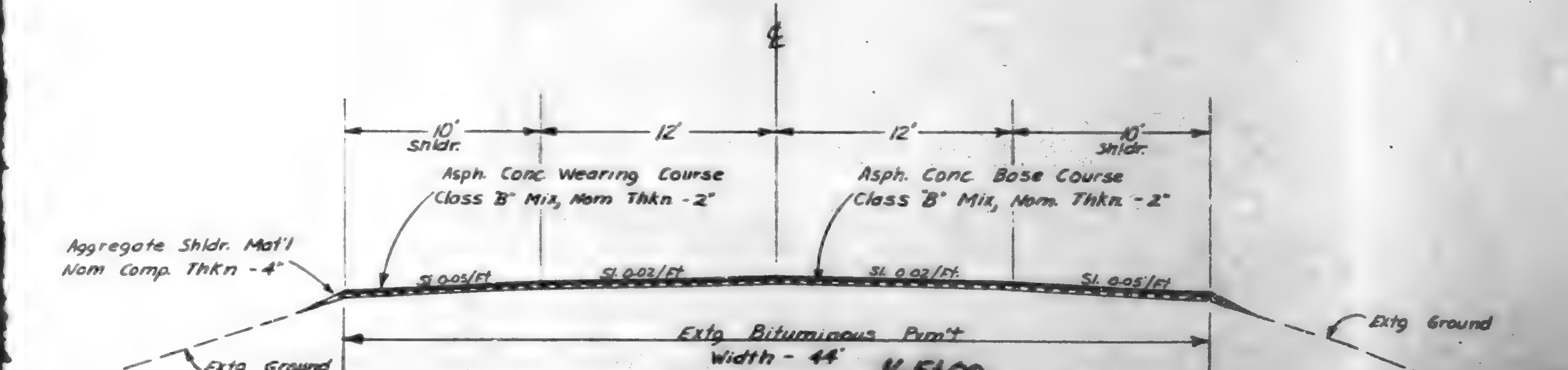
FOUR-LANE RECONSTRUCTION SECTION



STA. 60+00 TO STA. ~~160+00~~ 165+00
TWO-LANE OVERLAY SECTION

7076

37

ROAD DESIGN SECTION 378-6558

Leonard L. Wallace
Bridge Design Engineer

August 15, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Grande Ronde-Wallace Bridge Sec.
~~Salmon River Highway~~
Polk County

A four-inch overlay of the existing highway is proposed for this section. Please review and submit your recommendations for handling the overlay at the following structures.

M.P. 23.10 - Bridge No. 1344 So. Yamhill River

M.P. 23.77 - Bridge No. 0745 So. Yamhill River

M.P. 27.17 - Bridge No. 8320 So. Yamhill River & Oxing Hwy. 157

LKW:ej

cc: Jerry Miller

RECEIVED
AUG 16 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olsen
Sullivan
Sorgen
Trout
Weberlig

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- 96 -6 GRWO-01 tract 80

Form 81-73C-3039

OREGON STATE HIGHWAY DIVISION

GRANDE RONDE-WALLACE BRIDGE

AUTHORITY FOR SURVEY

Section M.P. 21.~~7, Salmon R. Highway-Jct. Salmon R. Hwy. & Will.-Salem Hwy. & Intchg.~~

Highway Salmon River

County Polk

Date June 4, 1979

Authorization No. 1

Survey Prefix 027-1467 ✓ (Assigned by Salem office)

Description of termini, route, length, etc.: Westerly end M.P. 21.7 Salmon River Highway, easterly end M.P. 0.33 Willamina-Salem Highway. Overall length 5.8 miles.

Purpose of survey: Prepare P.S. & E. documents to overlay the existing section and interchange ramps; install guardrail @ bridge ends and improve signing.

Estimate of cost:

Field Survey	901	3,000	STATE
Final Design	905	2,000	
Soils & Geol.	910	5,000	
Traffic	911	300	
Utility	914	300	
Specifications	921	1,000	
Adm. Serv.(Eng)	922	100	
Seminars	950	300	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 12,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Richard E. Nelson
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

[illegible] GIFTO[illegible]

SP*19760-734

1979 Spray Sec. Rock Production 9077
Project, 5 miles SE of Monument,
Kimberly-Long Creek Hwy.

9077

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1980

In Reply Refer to File No.: CON 5 #9077

Grant County Redi-Mix
John Day, OR 97845

NOTED
H.S. COULTER

Re: Time Extension Request
Spray Rock Production
Contract No. 9077

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. No additional time can be granted for delays in obtaining parts for your crusher or for weather conditions. However, since the State's need for the rock produced change significantly after award of the contract, a contract time extension is granted to a revised specified completion date of August 20, 1980.

The facts involved under this particular contract were very unusual and this extension of time should not be construed to set a precedence that would apply to other projects.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
W. E. Schwartz "
B. Johnson "
Robert Church

RECEIVED
STATE HWY ENG
DEC 12 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sugs | Act | File

Form 734-3132

STATE OF OREG[illegible]N

INTE[illegible]OFFICE MEMO
FILE: CON 5 #9077

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: December 11, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension
Spray Rock Production
Contract No. 9077

The attached letters from the Region and Resident set forth the details concerning contract time on this project. Basically, we awarded the contract in December, 1979 and specified a single completion date of May 15, 1980. The contractor did not move onto the job until May 7 and completed the work on August 20. This resulted in an overrun of contract time of 95 calendar days. The contractor's request contains no valid reason of additional contract time under the terms of the contract.

However, there are unusual facts involved which bear on the enforcibility of the contract liquidated damage clause. The completion date of May 15 was specified so that oiling rock would be available for use by State Maintenance crews in the early summer. After award and prior to specified completion, the maintenance oiling work contemplated was cancelled due to budget restrictions. The remaining material produced under this contract was sanding material which was not needed until well after the August 20 actual completion date. The actual time worked on the project - May 7 through August 20 - does not appear excessive and State construction engineering costs underran the authorized amount by approximately 12 percent.

On advice of counsel, it is recommended that liquidated damages be waived in this case under the particular facts. The concept of liquidated damages is to reimburse the owner (State) for damages that cannot be precisely determined. Liquidated damages are not enforcible if they are in fact a penalty rather than a reimbursement for some damage or loss sustained. In order to be enforcible, liquidated damages must represent a damage or loss that is partially quantifiable and partially indeterminate. The amount of quantifiable and indeterminate damage or loss is not necessarily material. Under the facts on this particular contract, we cannot demonstrate any quantifiable damage or loss, or any indeterminate damage or loss. The recommendation to waive liquidated damages on this particular contract under these particular facts is not intended to set a precedence in granting contract time extensions. Each case should be determined on its own set of facts and liquidated damages should not be waived without advice of counsel.

A letter to the contractor is enclosed for your consideration.

OBJ:fr
Enc.

#9077

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 D. B. Jackmund

For C. T. Keasey
Asst. State Highway Engineer

9077

November 24, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
#9077

Gentlemen:

On November 21, 1980, we wrote to you concerning release of final payment on Contract No. 9077 awarded to Grant County Redi-Mix for the Spray Rock Production Project on the John Day and Kimberly-Long Creek Highways in Wheeler and Grant Counties.

Final payment on this contract is $3,000 and the total contract amount is $132,748.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmo

cc: Grant County Redi-Mix
P. O. Box 340
John Day, OR 97845

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

9077

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: November 19, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

NOTED
H. S. COULTER

The contractor has completed all work according to specifications and I hereby accept the following contract as of November 18, 1980.

Contract 9077 On Site Work Substantially Completed August 20, 1980

All Work Completed October 19, 1980

Project Spray Rock Production

Highway John Day & Kimberly-Long Creek

County Wheeler & Grant

Type of Work Rock Production

Contractor Grant County Redi-Mix

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
NOV 20 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9077

No. 15

Final

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Spray	WEEK ENDING: Aug/ 23, 1980	SECTION PREFIX: 35-8321
HIGHWAY: John Day & Kimberly-Long Cr.	COUNTY: Wheeler & Grant	
NAME OF JOB: Spray Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Grant County Redi-Mix	CONTRACT NUMBER: 9077	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 27, 1979	DATE WORK STARTED: May 7, 1980	ESTIMATED COMPLETION DATE: Aug. 8, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $177,911.25	SPECIFIED COMPLETION DATE: May 15, 1980	PERCENT OF TIME ELAPSED: 168%
EXCLUSIVE OF ENGINEERING: $163,803.75	ENGINEERING AUTHORIZATION: $14,107.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $149,366.25	ENGINEERING COST TO DATE: $12,478.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 8.8 %	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			16,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			14,250 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,250 CY		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Overtime		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 crusher, 1 dozer, 1 loader, 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17		1		
MONDAY	18	Overcast cool	1		
TUESDAY	19	Clear & warm	1		
WEDNESDAY	20	Clear & warm	1		Project completed. Second notification this date
THURSDAY	21	Clear & warm	0		
FRIDAY	22		0		
SATURDAY	23		0		

RECEIVED
AUG 25 1980
CONSTRUCTION
BRANCH

Keasey
Jackhond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Imoes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No Activity
MONDAY 18	Contractor crushed 3/4"-1/2" and 1/4"-#10 materials. (100 yds.) (200 yds.)
TUESDAY 19	Contractor crushed 3/4"-1/2" and 1/4"-#10 materials. (100 yds.) (250 yds.)
WEDNESDAY 20	Contractor completed crushing for project this date. Crushed 100 yds 3/4"-1/2" and 200 yds 1/4"-#10 material.
THURSDAY 21	No Activity
FRIDAY 22	No Activity
SATURDAY 23	No Activity

REMARKS

Contractor completed crushing 3/4"-1/2" and 1/4"-#10 material. This completed the project on August 20, 1980. (Second notification submitted for this date.)

SIGNED Bobby D. Johnson LOCATION Pendleton
Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SF-F216

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9072 continued from Reel 214 ENDS WITH 9077

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	215	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 20th DAY OF March 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR